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INDEX.

A

Accidents, Railroads and Steamboats, for 1859 22
Alabama Central Railroad 914
" Three Per Cent Fund 253
" and Florida Railroad..452, 757, 782, 814, 914
" and Tennessee Rivers Railroad, 253, 396, 648, 849
Albany Northern Railroad 826, 849
" and Susquehanna Railroad 929
" " Vermont Railroad 292
" " Vermont and Canada Railroad 795
" " West Stockbridge Railroad 1127
Alexandria and Lynchburg Railroad 1006
Alleghany County, Pa., Debt of 361
" City and County Bonds 1137
" Valley Railroad 201, 430
Amboy, Lansing and Traverse Bay Railroad 134, 613, 650
American Central Railroad 472
" Inventions in Europe 1103
" Railroads, an Englishman on.. 971
" " Fluctuations in earnings of 804
" Securities, English opinion of . 793
" Shipping 117
Androscoggin Railroad 382, 725, 902
Anthracite Coal Trade 255
Aqueduct on the Ohio Canal 598
Arkansas, Debt of 1103
" Finances of 1070
Atlanta and Jacksonville Railroad..565, 1060
" " West Point Railroad 780
Atlantic " Great Western Railroad 161, 836, 394, 404, 627, 686, 773
" " Gulf Railroad 893, 1014
" " North Carolina Railroad 869
" " St. Lawrence Railroad 721
" " Tennessee and Ohio Railroad 24, 241
Attleborough Railroad 725
Augusta and Macon Railroad 159, 216
Australia, Gold Fields of.. 747
Avon, Geneseo and Mt. Morris Railroad 188

B

Baltimore and Ohio Railroad 414, 428, 650, 837, 1049, 1057, 1068, 1157
" " " " Extra Dividend 990
" Central Railroad 532
" Census of 1079
Bank Dividends, 565, 613, 638, 662, 685, 710, 1147
" of England 1094
Banks of New York, Savings 353
" " the United States 71, 124
Banking Law, (*see Index below.*)
Baton Rouge and Grosse Tete Railroad.. 797
" " " " " and Red River Railroad 649
Bay de Noquet and Marquette Railroad.. 914
Bellefontaine Railroad Line 458
Belleville (N. J.) Railroad 710
Black River and Utica Railroad 127
Blake's Stone-Breaker 1104
Blue Ridge Railroad 904, 1025, 1060
Bombay, Baroda and Central India Railroad 599
Boonton Railroad 971
Boonville and Tipton Railroad 914
Boston City Passenger Railroads 234
" Industrial Resources of 1146
" Population of 850
" Taxable Valuation of 795
" Concord and Montreal Railroad.. 472
" and Chelsea Railroad 497
" " Maine Railroad 792, 995
" " Providence Railroad 70
" " Worcester Railroad 126
Brandywine Railroad 214
Brazil, Railroads in 674
" and the Brazilians 1082
Breadstuffs, Exports of 602
Bridge across the Ohio at Louisville 914
" Wood *vs.* Iron 86
" A new Iron 818
" over the Galveston Channel 203
" " " Merrimac 213
" " " Schuylkill 416
Brooklyn City Railroad 83, 709, 881, 1148
Brunswick and Florida Railroad 564
" Branch Railroad 884
Buenos Ayres and San Fernando Railroad 542
" " Railroads in 881
Buffalo, Bradford and Pittsburg Railroad 995
" New York and Erie Railroad 312, 913, 961, 1025
" and Pittsburg Railroad..406, 637, 661
" " State Line Railroad 614
" Street Railroads 419
Burlington and Missouri Railroads 556

C

ro and Fulton Railroad of Mo 177
" Memphis Railroad 914
ais and Baring Railroad 59
California 244, 454
California Central Railroad 232, 813
" Finances of 216
" Indebtedness 511
Caloric Engines 382
Camden and Amboy Railroad 396
Canada, Public Debt of 72, 80
" Revenue of 293
Canals, Revenue of the 814
" Tolls, Canadian 509
" of Ohio, Tolls on 914
" " Pennsylvania 893
" Report of the State Engineer 82
Canton City Passenger Railroad 894
Cape Cod Canal 996
Catawissa Railroad 710, 914
" Williamsport and Erie Railroad 589
Cedar Falls and Minnesota Railroad 885
" " " Muscatine Railroad 1081
" Rapids and Missouri Railroad..304, 719
" Valley Railroad 805
Central Ohio Railroad 25, 797
" Pacific Railroad 1006
" Railroad of Georgia 12
" " " New Jersey 155, 372, 428, 429, 454, 676, 1025
" Southern Railroad 24, 112
" Stem (La.) Railroad 758
Chariton and Randolph Co. Railroad 497, 499, 794
Charleston and Savannah Railroad 188, 315, 381, 464, 580, 637, 962
Charlotte " South Carolina Railroad.. 244
Chartiers Valley Railroad 771
" " Pittsburg and Steubenville Railroads 522
Chesapeake and Delaware Canal 541
" " Ohio Canal 725
Cheshire Railroad 455
Chicago, Debt of 169
" Alton and St. Louis Railroad 722, 733
" Burlington and Quincy Railroad 558, 589, 694, 969
" Iowa and Nebraska Railroad 67, 581, 588
" St. Paul and Fond du Lac Railroad 1061
" Railroad Business of 273
" and Milwaukee Railroad 541
" " North Western Railroad 522, 651, 637, 734, 771, 884, 1065, 1157
" " Rock Island Railroad..912, 1005
Cincinnati Passenger Railroad Co 627
" and Nashville Railroad 818
" Population of 937
" Street Railroads 539
" Taxation in 497
" Hamilton and Dayton Railroad 352, 394
" Peru and Chicago Railroad ... 647
" Wilmington and Zanesville Railroad 445, 487
" and Chicago Railroad 339, 382, 603, 905
" " Dayton, Short Line Railroad 275
" " Indianapolis 274
" " Mackinaw Railroad 1089
Cities of the Lakes and the Miss. Valley 927
Cleveland, Population of 937
" and Mahoning Railroad 93, 145, 253, 313
" Painesville and Ashtabula Railroad 38, 737
" and Pittsburg Railroad 554, 905, 1138
" " Toledo Railroad 602, 904
" Columbus and Cincinnati R.R. 350
" Zanesville and Cincinnati Railroad 1093
Clinton Air Line Railroad 1081
" Co. (Ind.) Railroad 603
Coal and Iron in Belgium
" Burning Engines on the New York Central Railroad 601
" " Locomotives 972, 717, 625
" " on the Pennsylvania Railroad 437, 461, 481
" Fields—will they hold out? 579
" Trade, Anthracite 602
" Receipts at Cleveland 649
" Trade of James River 913
" " Pennsylvania 37, 70, 696
" in Russia 699
Coffee, The Production and Consumption of 782
Coinage, The 578
Columbus, Piqua and Indiana Railroad 555, 568
" and San Antonio Railroad.... 326
" San Antonio and Rio Grande Railroad.. 994
" and Xenia Railroad 675
Commerce and Navigation of U. S 59
Concord Railroad 428, 463
" and Portsmouth Railroad 913
Connecticut, Finances 419
" Railroads of 748, 797
" River Railroad 80
Connecticut, Growth of 1148
Connellsville Railroad 738, 1105
Copper Mines of Lake Superior 245, 995
" " " Acton 350
Cost of Transportation on Railroads 404
Cotton Crops of the United States 927
" Factory in Carrollton, Miss 396
Council Bluffs and St. Joseph Railroad... 608
County Bonds in Iowa 323
" " Tazewell Co 510
Covington and Cincinnati Bridge... 295, 1147
" " Griffin Railroad 430
" " Lexington Railroad 851, 542, 893
Croton Aqueduct Board 880
" Reservoir, the new 1077
Cuba Railroads in 601, 1026, 1021, 869
" Railroads and Telegraph lines.... 510
" Revenues of 1148
Cumberland Bridge, the 190
" River Bridge 673
" Valley Railroad 988, 1157

D

Dalton and Jacksonville Railroad 253
Danube and Black Sea Railroad 532
Dayton and Cincinnati Railroad 1093
" " Michigan Railroad 440
" " Western Railroad 829, 1122
Deep River Improvements 989
Delaware and Raritan Bay Railroad 556
" Lackawanna and Western Railroad 200, 275, 541, 1094
" Railroad, connection with 394
Desjardins Bridge 419
Detroit and Milwaukee Railroad 133, 351, 819, 850, 914, 1013, 1035
" Monroe and Toledo Railroad.... 382
" and Toledo Railroad 134
Don Pedro II. Railroad 338, 622
Dubuque, Marion and Western Railroad. 773, 894
Dubuque and Pacific Railroad..896, 522, 589, 746
Duties on Railroad Iron 995

E

East India Railway 1070
" Tennessee and Georgia Railroad.... 110
" " " Virginia Railroad 110, 337
Eastern Railroad 597, 637
" Shore, Md., Railroad 200
" Texas Railroad 710, 734, 937
Eaton and Hamilton Railroad 159, 330
Edgefield and Kentucky Railroad 112
Eighth Avenue Railroad 1157
English Cotton Factories 161
" and American Railroads 926
" Railroad Statistics 929, 1081
Erie Canal 904
" and Pittsburg Railroad 234
Essex Railroad 474
European and American Railroads 214
" " North American Railroad 224, 542
Evansville and Crawfordsville Railroad..613, 693, 937, 1050, 1093
" Indianapolis and Cleveland Straight Line 429

F

Farm Mortgage Bonds in Wisconsin..564, 573
Flint and Pere Marquette Railroad..134, 649, 870
Florida Central Railroad 179
" Railroad 232, 454, 613, 697, 910
Fort Erie and Chippewa Railroad Co ...1006
" Wayne and Southern Railroad..... 303
France, Railroads in 884, 905, 1082, 849
Fredericksburg and Gordonsville Railroad 554
Freehold and Jamesburg Agricultural Railroad 733
Freights, advance in 819
Fremont and Indiana Railroad 650

G

Galena and Chicago Railroad....127, 213, 521, 1039, 1069, 1079, 1093
Galvanizing Iron 995
Galveston, Houston and Henderson Railroad 352
Gauge Question, The 13, 21
Genesee Valley Canal 531
" " Railroad, sale of 134
Georgetown Water Works 254
" Banks, condition of 1080
Georgia, Finances of 993
" Railroad and Banking Co.....1103
" Western Railroad 784, 869
" Population of 885
" Railroads in 1086
German Railroads 623
Gettysburgh Railroad 191, 213
Gifford Injector, The 902, 1093
Girard College (Phila.) Passenger Railroad 623
Grand Rapids and Indiana Railroad 215, 443, 669, 885
" Trunk Railroad..70, 134, 511, 687, 791, 936, 961, 971, 1026
Great Britain, Wealth and Taxation in..771, 1129
" Eastern, The 114, 419
" Indian Peninsula Railroad....881, 1080
" Western Railroad of Ca..... 347
Greenville and Columbia Railroad 429
" " French Broad Railroad.... 117
Griffin, McDonough and Covington Railroad 474
Griffin and North Alabama Railroad.... 82
Gulf and Ship Island Railroad 214

H

Hackensack Railroad 522
" and New York Railroad 490
Halifax and Quebec Railroad 745
Hannibal and St. Joseph Railroad 45, 685, 699, 818
Hanover Branch Railroad 325
Harrisburg and Lancaster Railroad 889
Hartford and New Haven Railroad 881
" Providence and Fishkill Railroad 972
Hawkinsville Branch Railroad 1005
Hempfield Railroad 70
Henderson and Nashville Railroad..884, 674, 782, 1006, 1050
High Bridge, New pipes over 782
History of the Railroads and Canals of the United States 849, 969
Hoboken Horse Railroad 101
" Railroad 418
" and Newark Railroad 885
" Railroad and Passaic Bridge Co. 698
Hog Trade of the West 202, 350
Holley's Patent Rotary Steam Engines.. 236
" Railroad Steam Pump 215
Hoosic Tunnel 579
Horse Railroads in Montreal 1015
Houston Tap and Brazoria Railroad..565, 718
" and New Orleans Railroad..233, 318
" Sabine and New Iberia Railroad 888
Hudson River Bridge Co 894
" " Railroad..48, 349, 429, 521, 661 781

I

Illinois, Census of 1129, 1037
" Central Railroad....218, 292, 404, 429, 430, 565, 613, 648, 818, 908, 1033, 1093
" River Railroad 849, 772, 806, 924, 1 6, 1081
" Southern Railroad..190, 245, 255, 805, 894
" State Debt 1137
" The Corn Trade of 347
Improvement in the value of Railroad Property 312
Indiana, Finances of 48
" Population of 1082
" Taxable Property in 1859..... 278
" Central Railroad 506
" and Illinois Central Railroad 371, 406
Indianapolis and Cincinnati Railroad..82, 819
" Pittsburgh and Cleveland Railroad 458
Insurance Dividends...565, 613, 638, 661, 685, 710, 733, 805, 830, 938, 1147
" Law, (*see Index below.*)
Interest on Stocks, Bonds, etc...566, 614, 638, 662, 685, 738, 796, 951, 1147
Interior Department, Report of 1138
International Bridge 430
Inventions in Europe and America 1103
Iowa, Finances of 58
" County Bonds 823, 15
Ireland, Agricultural Statistics of 937
Iron Bridges 430, 441, 756, 970
" Manufacture of 556
" Masters' Convention 216
" Mines of New Jersey 621
" Railroad Cars 190
" Steam Passenger Cars 1089
" Trade of Marquette 1138
" " Pennsylvania and the U. S. 991, 352
Italy, Kingdom of 1081
" Railroads in 484, 590, 1017

J

Japanese Coins, Assay of 556
Jacksonville and St. Louis Railroad 1093
James River and Kanawha Canal Co..851, 661, 722, 795, 892, 992
" " (Va.) Coal Trade 918
Jeffersonville Railroad 888
Journal of Railroad Law, (*see Index below.*)
Junction and Breakwater Railroad 1070
" Railroad 839, 996

K

Kanawha Coal Oil 24
Kansas City and Cameron Railroad 1038
" Galveston and Lake Superior Railroad 1475
" Railroads in 661, 971
Keiff Suspension Bridge 650
Kentucky Central Railroad 521
Knightstown and Shelbyville Railroad.. 326
Knoxville and Kentucky Railroad 796

L

La Crosse and Milwaukee Railroad, 1, 93, 296, 598, 921
Lake City and Suwannee Railroad..... 603
" Ontario and Hudson River Railroad, 521
" and River Navigation..... 765
" Shore Depots..... 649
" Superior, Commerce of..... 542
Laurens (S. C.) Railroad..... 253
Law of Damages..... 464
Lebanon Springs Railroad Company..... 613
Leesport and Moselem Railroad..... 671
Lehigh Coal and Delaware Water Gap Railroad..... 904
" " Navigation Company, 102, 405
" Valley Railroad..... 82, 1145
Lexington and Big Sandy Railroad, 455, 660, 792
" " Danville Railroad..... 338
" " St. Louis " 127, 497, 556, 661, 869, 1093
" " Southern Kentucky Railroad.....429, 521, 542
" " West Cambridge Railroad 709
Life Insurance.....349, 498
Light Locomotives..... 897
Little Miami Railroad..... 1, 1069
" " and Columbus and Xenia Railroad..... 463
" Rock and Fort Smith Railroad..... 603
Lock Haven and Tyrone Railroad.....1105
Locomotive Car..... 511
" Performances, 510, 589, 626, 627, 697
Locomotives, Early American..... 137
Long Dock Tunnel..... 565
" Island Railroad..... 352, 708, 1126
Logansport and Burlington Railroad..... 59
Louisiana, Finances of..... 92, 262
" Sugar Crop..... 880
Louisville, Frankfort and Lexington Railroad..... 25, 781
" and Memphis Railroad..... 929
" " Nashville Railroad, 111, 395, 676, 869, 884
Lynchburg Railroad Bridge..... 395
Lynn, Mass., Valuation of..... 645

M

Machinery, Metals, etc., in Australia.... 89
Macon and Augusta Railroad..... 452, 580
" " Brunswick Railroad, 168, 245, 790
Madison and Indianapolis Railroad..... 603
Madras Railroad..... 581
Mahanoy and Broad Mountain Railroad 722
Main Trunk Railroad of Georgia..... 348
Maine, Material Progress in..... 114
" Railroads in..... 275
Malden and Melrose Railroad..... 603
Manchester and Lawrence Railroad..... 474
Manassas Gap Railroad.....1050
Marietta and Cincinnati Railroad, 59, 93, 160, 190, 326, 406, 444, 521, 555, 580, 700
Maryland and Delaware Railroad..... 972
" Legislation..... 255
" Population of 1145
Massachusetts, Finances of..... 127
" Railroads in..... 204, 820
McMinnville and Manchester Railroad.. 110
Memphis Branch Railroad..... 723
" and Charleston Railroad, 109, 372, 710, 840
" Clarksville and Louisville Railroad.....111. 1138, 1049, 1157
" El Paso and Pacific Railroad... 188
" and Little Rock Railroad...826, 650
" and Ohio Railroad..... 111, 443
" River Railroad..... 430
" Valley and Jackson Railroad... 325
" and Vicksburg Railroad..... 914
Metropolitan Railroad 1125
Mexico, New, Railroad Enterprise in.... 580
Michigan Central Railroad..... 133, 549
" Finances of..... 202
" Railroads of..... 27, 133
" Southern and Northern Indiana Railroad, 134, 190, 292, 304, 312, 349, 360, 380, 709, 819, 1006
Millville and Glassboro' Railroad 395, 689, 951, 1070
Milford and Woonsocket Railroad..... 734
Milwaukee, Indebtedness of..... 264
" and Mississippi Railroad, 179, 360, 380, 765, 791
" Population of..... 829
" Railroad, Debt of 662
Mineral Point Railroad..... 216
Minnesota and Pacific Railroad..... 550, 580
" Railroads in..... 520
Minot's Ledge Lighthouse.....686, 778, 972
Mississippi and Missouri Railroad, 203, 521, 772, 952, 1061
" Central Railroad....100, 110, 669
" Memphis and Missouri Railroad..... 522, 581
" and Missouri River Air Line Railroad 638
" and Ouachita and Red River Railroad 393
" and Tennessee Railroad, 110, 884, 1005, 1105
Missouri..... 296, 498
" Central Railroad..... 972
Missouri, Finances of... .....47, 498, 1059
" Railroads in..... 254
" River Valley Railroad, 1069, 1121, 1137
Mobile and Girard Railroad..... 431
" " Great Northern Railroad, 48, 145, 361, 414, 818, 1128
" " New Orleans Railroad..... 234
" " Ohio Railroad, 112, 263, 510, 603, 723, 1049, 1137
" " Spring Hill Railroad..... 406, 627
Montgomery and Pensacola Railroad.... 382
" " West Point Railroad, 361, 646
Morris Canal and Banking Company..... 390
" and Essex Railroad..... 555
" (N. J.) Canal..... 709
Mount Cenis Railroad..... 818
Muscogee Railroad..... 814

N

Nashville and Chattanooga Railroad..... 109
" " Northwestern Railroad, 22, 56, 112, 254, 325, 497, 817, 952, 1004
New Motive Power..... 938
" Reservoir, The Croton.....1077
" Route West 443
" Brunswick and Canada Railway and Land Company..... 745
" England Railroads, Early History of, 815
" Hampshire, Population of..... 884
" " Railroads in..... 621
" Haven, New London and Stonington Railroad..... 191
" Jersey, Finances of..... 58
" " Iron Mines of..... 621
" " Railroad, 124, 273, 496, 652, 709, 1069
" " " and Canals.....252, 255
" London City Bonds.....1006
" " Northern Railroad.....1006
" Madrid, Indian Ford and Pilot Knob Railroad 857
" Orleans and Jackson Railroad, 265, 283, 361, 542, 649, 894, 1015
" " " Ohio Railroad 795
" " " Opelousas, 283, 430, 695, 796
" " Passenger Railroads in..... 883
" York and Boston Air Line Railroad, 1128
" " Canals.....510, 709, 946, 1078
" " Central Railroad, 526, 650, 684, 884, 901, 1081, 1124, 1137
" " City, Population of 1080
" " " Railroads..... 125, 603
" " " Commerce of..... 638, 795
" " and Erie Railroad. 47, 57, 82, 254, 351, 395, 520, 540, 669, 792, 828, 857, 869, 1049, 1113, 1149, 1157
" " Finances of..... 58
" " and Harlem Railroad, 429, 698, 829, 894, 952, 1122
" " " New Haven Railroad, 73, 429, 575, 637
" " " Norwich Steam Navigation Company..... 637
" " Public Works of..... 145
" " Providence and Boston Railroad..... 360, 894
" " Railroads in the State of, 373, 397, 421, 445, 465, 489, 513, 583, 557, 581, 605, 629, 653, 677, 701
" " Savings Banks..... 358
" " State Banks..... 418
" " " Debt..... 159
" " Street Railroads in 65
" " Taxation of..... 49
" " Valuation of..... 638
" " *vs.* Pennsylvania..... 926
Newark and Bloomfield Railroad..... 818
Newport and Fall River Railroad.....1148
Niagara Falls Suspension Bridge..... 767
Ninth Avenue Railroad.....1149
Norfolk and Petersburg Railroad.....1013
North Carolina, Funded Debt of..... 586, 1093
" " Resources of..... 989
" " Railroad..... 698
" East and South West Alabama Railroad..... 87, 1069
" Eastern Railroad..... 348
" Missouri Railroad..... 338, 461
" " " Brunswick Branch 884
" Pennsylvania Railroad..... 188
Northern Central Railroad..... 288, 602
" " " of California.. 662
" Railroad of California..... 746
Norwich and Worcester Railroad, 698, 709, 734

O

Ogdensburg Railroad Bonds..... 285
Ohio, Finances of..... 117, 190
" and Mississippi Railroad, 137, 371, 507, 671, 676, 830
" Public Works of..... 1050, 1128
" Railroad Reports..... 773
" Valuation of..... 48
Oil Creek Railroad Company..... 884
Opelika and Oxford (Ala.) Railroad.. 253, 697
Opelousas Railroad..... 161
Orange and Alexandria Railroad, 22, 81, 191, 1069
Oregon, Valuation of Property in..... 273
Oswego and Syracuse Railroad.....1148
Ottawa Canal..... 498, 1113
" and Prescott Railroad..... 582
Ottoman Railroads..... 927

P

Pacific Mail Steamship Company..... 443
" Railroad, 36, 154, 395, 530, 603, 870, 1069, 1127, 1145
" " of Missouri. 352, 603, 782, 962, 1049
Panama Railroad.....25, 168, 417, 555, 929
Pan Handle Railroad..... 603
Parkville and Grand River Railroad..... 893
Patent Steam Exhaust.....1037
" Law, Journal of, (*see Index below.*)
" Office, Report of.....1128
Penn Haven and White Haven Railroad, 418, 626
Pennsylvania and the United States Iron Trade..... 991
" Canals of... 893
" Census of.....1138
" Coal Company..... 566, 784
" " Trade of..... 37, 70, 696
" Debt of..... 11, 37
" Finances of..... 48
" Railroad, 82, 134, 232, 245, 255, 351, 852, 406, 498, 914
" " Dividends..... 337
" Railroads in the State of, 841, 877
Penobscot and Kennebec Railroad..... 626
Pensacola and Georgia and Savannah, Albany and Gulf Railroad..... 602, 1148
Pension Bureau, Report of.....1128
Peoria and Bureau Valley Railroad..... 521
" " Hannibal Railroad.. .... 125, 339
" " Oquawka Railroad..... 884, 938
Perth Amboy and Woodbridge Railroad, 541
Petersburg Railroad..... 276
Philadelphia and Baltimore Central Railroad....588, 650, 710, 732, 1148
" and Reading Railroad, 37, 40, 60, 405, 602
" " " " Coal Burning on the..... 89
" City Passenger Railroads, 710 994
" Germantown and Norristown Railroad.....1093
" Wilmington and Baltimore Railroad..... 112, 1050
" " Coal Burning on the, 23
Phillipsburg and Waterford Railroad ... 580
Pike County Railroad..... 522
Pilot Knob, Cape Girardeau and Belmont Railroad..... 521, 929
Pittsburg, Debt of.....203, 1050
" Coal Trade of..... 101
" Columbus and Cincinnati Railroad..... 637
" and Connellsville Railroad, 796, 1102
" " Erie Railroad..... 213
" Ft. Wayne and Chicago Railroad, 1, 59, 325, 391, 406, 902, 960, 1157
" and Steubenville Railroad, 56, 145
Platte County Railroad.....1113
Pneumatic Piles.....805, 929
Polk Slate Quarry Railroad.....649, 971
Poor's History of Railroads of the United States.....849, 969.
Port Royal Railroad..... 414, 819
Portland, Saco and Portsmouth Railroad, 498
Post-Master General's Report.....1079
Potsdam and Watertown Railroad..... 686
Precious Metals, Products of..... 485
Pro Rata and Toll Bills.....56, 101, 102
Providence and Worcester Railroad..... 699
Public Lands..... 483
Punjaub Railroad.....817, 1038

Q

Quakake Railroad 395, 474

R

Railroad Bonds, Action of Pittsburg Council affecting.....1050
" Cars..... 662
" Consolidation..... 970
" Decisions.....1121
" Dividends..... 710, 1147
" from Decatur to Nashville.....1069
" " Nashville to Mobile and Pensacola.....1084
" " Philadelphia to Cape May, 349
" " Springfield to Quincy (Ill.) 473
" " Wilmington to Coatesville, 350
" Iron, Contract for..... 88
" Law, Journal of, (*see Index below.*)
" Matters at Trenton, N. J..... 904
" Reports, Abstracts of, (*see Index below.*)
" Route from Lexington to Knoxville..... 951
" from Uniontown to Demopolis.. 216
" Traffic..... 869
" and Telegraph Lines in the Island of Cuba 510
" Subscriptions..... 347
Railroads and Canals, Poor's History of, 848, 969
" Effect of Political Agitations upon 1136
Raleigh and Gaston Railroad..... 687
Raritan and Delaware Bay Railroad..... 88
Reading and Columbia Railroad, 430, 747, 894, 1050
Reciprocity Treaty, The..... 581
Reports of Railroad Companies, Abstracts of, (*see Index below.*)
Reservoir, The New Croton.....1077
Revenue of Great Britain and France ...1129
Richmond, Fredericksburg and Potomac Railroad..... 498
" and Danville Railroad..1126, 1157
" " Lynchburg Railroad..... 826
" " Petersburg Railroad..... 498
" Manufactures 883
Roanoke Valley Railroad.....1006
Rock Island Bridge.....1105
Rockport and Gloucester Railroad..... 771
Rockville Railroad..... 522
Rogersville and Jeffersonville Railroad.. 112
Russia, Coal in 699
" Railroads in 627

S

Sabine and Western Texas Railroad..... 627
Sacramento Valley Railroad..... 264
San Antonio and Mexican Gulf Railroad, 603, 869
" Salvador, Commerce of, 1859 265
Sandusky, Dayton and Cincinnati Railroad..... 816
Sault Ste. Marie Canals..... 181
Savannah, Debt of..... 947
Schuylkill Navigation Company..... 650
Seaboard and Roanoke Railroad..... 308
Second Avenue Railroad.....1157
Selma and Gulf Railroad..... ....93, 148, 253
" " Uniontown Railroad..... 474
Shelbyville Railroad..... 951, 1059
" and Rushville Railroad..... 326
Ship Island (Miss.) Railroad....650, 937, 1070
Shreveport Railroad..... 686
Simplon Tunnel..... 590
Smoke Consuming Locomotives..... 216
South Austria, Lombardo-Venetian and Italian Central Railroad.....457, 602
" Carolina Railroad..... 136, 720
" " Central Railroad..... 722
" Side (Long Island) Railroad 24
" Eastern of Portugal Railroad..... 880
South West Branch..... 190
South Western Railroad.....101, 158, 637
" " (Ga.) Railroad..... 770
Southern Illinois Railroad..... 686
" Minnesota Railroad..... 710
" (Mississippi) Railroad 442, 613, 893
" Pacific Railroad...27, 56, 603, 637, 661, 796, 869 929
" " " of Texas.... 201
" Railroad 5, 326, 461, 885, 951, 1039, 1147
Spain, Its Efforts and Progress.....1036
Springfield, Mount Vernon and Pittsburg Railroad.....498, 1066
Stanstead, Shefford and Chambly Railroad of Canada..... 252
Statesville and Charlotte Railroad..... 78
Staten Island Railroad..... 497
Steam Engineering in 1859...67, 236, 284, 827, 435
" Fire Engines 891, 1148
" Passenger Cars.....601, 443
Sterling and Rock Island Railroad..... 849
Steubenville and Indiana Railroad..161, 1127
Stony Brook Railroad..... 565
Stonington Railroad.....1014
Street Cars for London.....1084
" Railroads in England.....589, 741
" Railroads.....337, 381, 662
St. Andrews and Quebec Railroad..... 168
" Joseph and Marysville Railroad..382, 522
" Louis, Alton and Chicago Railroad.. 275
" " Bonded Debt of..... 264
" " City Railroads in..... 288
" " Debt, Wealth and Population of.....950, 969
" " Iowa and St. Paul Railroad.... 24
" " Railroad Iron.....1006
Suez Canal Commenced..... 443
Sunbury and Erie Railroad...22, 58, 168, 169, 895, 521, 542, 550, 1026
Suspension Bridge in Kentucky..... 885
Sussex (N. J.) Railroad..... 427
Switzerland, Railroads in..... 92

T

Tarboro' Branch Railroad..... 531
Tazewell Co. Bonds..... 570
Telegraph Lines, Western..... 685
" " Upon Railroad....671, 685
Tennessee and Alabama Railroad....111, 861, 850, 1015
" " Coosa Railroad..... 649
" Bank of..... 542
" Copper Mines..... 444
" Railroads of..109, 124, 153, 159, 662
Terre Haute, Alton and St. Louis Railroad 521
" " and Richmond Railroad.. 23
Texas and New Orleans Railroad 571, 595, 443, 505, 590, 673, 1073
" Central Railroad..... 650
" Railroads in...5, 215, 328, 498, 655, 686, 769, 971
Third Avenue Railroad.....1157
Thomaston and Barnsville Railroad..... 43
Toledo, Logansport and Burlington Railroad..... 32

174156

Toledo and Western Railroad..... 26
Transit Life Insurance Co..... 638
Transportation on Railroads, Cost of..404, 522
Traveling in the United States 100 years ago..... 903
Treasury, Report of the Secretary of.....1038
Trevorton Coal and Railroad Co..... 599
Tredegar Iron Works.....463, 799, 1105
Troy and Boston Railroad..... 429
" " Greenfield Railroad.....602, 710
Tulpehocken and Swatara Railroad.... 395
Tunnel at Bergen, The..... 136
" under the Erie Canal..... 971
Tunneling in Chicago..... 884
Turkey, First Railroad in.....1015
Tyrone and Clearfield Railroad..... 351

U

Union Depots at Terre Haute, Ind.....1039
" Springs Railroad..... 603
United States, Finances of..... 420
" " Railroads in.....1, 849

V

Valparaiso and Santiago Railroads..... 624
Vermont Central Railroad.....1124
" and Massachusetts Railroad...214, 1157
" Railroads of.....881, 724
" " in 1848–1859..... 724
Vicksburg, Shreveport and Texas Railroad.....199, 312, 480, 734, 795, 1006, 1101
Victoria Bridge 88, 197, 218, 221, 241, 261, 281, 301, 321, 345, 369, 389, 413, 443, 789
Virginia, Debt of..191, 361, 418, 420, 661, 698, 1026
" Population and Valuation...29, 136
" Central Railroad.....160, 948, 1069
" Railroads of..14, 922, 953, 973, 1017, 1041
" and Kentucky Railroad.....1005
" " Tennessee Railroad.....1070

W

Wabash and Erie Canal Debt.....1081
Warwick Valley Railroad..... 381
Washington County Railroad.....1039
Watertown and Rome Railroad..... 522
Welland Canal..... 406
West Jersey Railroad..... 638
Western and Atlantic Railroad..... 159
" Cities, Population of..... 829
" (N. C.) Railroad.....24, 46
" Roads, Traffic of.....212, 541, 452
Weverton Branch of the Baltimore and Ohio Railroad.....1137
Wheeling Bridge..... 580
" Railroad Bonds, Compromise of the.....1128
Williamsport and Elmira Railroad..826, 1016
Wilmington, Charlotte and Rutherford Railroad.....36, 78, 245, 627
" (N. C.) and Weldon Railroad.....1070, 1121
Will's Valley Railroad.....252, 929
Winan's Incrustation Powders.....1035
Winchester and Alabama Railroad..... 110
Wisconsin Bonds..... 925
" Farm Mortgages..... 952
" Population of.....1083
" Railroads of.....27, 81
" " in..... 350
Wooden *vs.* Iron Bridges 36
Wrightsville, York and Gettysburg Railroad..... 295
Wyandotte Iron Mills..... 215

Y

Yazoo Valley Railroad.....312, 338, 351
York River Railroad.....253, 430
" and Cumberland (Me.) Railroad.. 603

ABSTRACTS OF RAILROAD REPORTS.

Alabama and Florida Railroad.....757, 814
" " Tennessee Rivers Railroad. 648
Albany and West Stockbridge Railroad..1127
Alleghany Valley Railroad..... 201
Amboy, Lansing and Travers Bay Railroad..... 134
Atlanta and West Point Railroad..... 780
Atlantic " Great Western Railroad..... 627
" " North Carolina Railroad.... 869
" " St. Lawrence Railroad..... 721
Baltimore and Ohio Railroad...414, 837, 1057
Beliefontaine Railroad Line..... 458
Blue Ridge Railroad.....1060
Boston, Concord and Montreal Railroad.. 472
" and Maine Railroad..... 792
" " Providence Railroad..... 70
" " Worcester Railroad..... 792
Brooklyn City Railroad..... 83
Buffalo, New York and Erie Railroad 961, 1025
Cairo and Fulton Railroad of Mo..... 177
Cedar Rapids and Missouri River Railroad..... 719
Central Ohio Railroad..... 25
" Railroad of Georgia..... 12
" " " New Jersey.....155, 676
" Southern Railroad.....24, 112
Charlotte and South Carolina Railroad... 244
Chicago, Alton and St. Louis Railroad... 733
Chicago, Burlington and Quincy Railroad 589, 694, 969
" Iowa and Nebraska Railroad... 588
" and Rock Island Railroad.....1005
Cincinnati, Hamilton and Dayton Railroad..... 394
" and Indianapolis Railroad... 274
" Wilmington and Zanesville Railroad..... 487
Cleveland and Mahoning Railroad..... 93
" Painesville and Ashtabula Railroad..... 38
" and Pittsburg Railroad..... 905
Concord and Portsmouth Railroad..... 913
Connecticut River Railroad..... 80
Dalton and Jacksonville Railroad..... 253
Dayton " Michigan Railroad..... 440
" Western Railroad.....1122
Delaware, Lackawanna and Western Railroad..... 200
Detroit and Milwaukee Railroad..... 133
" " Toledo Railroad..... 134
East Tennessee and Georgia Railroad... 110
" " " Virginia Railroad... 110
Eastern (Mass.) Railroad..... 597
Eaton and Hamilton Railroad..... 830
Edgefield and Kentucky Railroad..... 112
Essex Railroad..... 474
Flint and Pere Marquette Railroad..... 134
Freehold and Jamesburg Agricultural Railroad..... 733
Galena and Chicago Railroad..... 213
Georgia Railroad and Banking Co.....1103
Girard College (Phila.)Passenger Railroad 623
Grand Trunk Railroad..... 134
Great Western Railroad of Canada..... 347
Hannibal and St. Joseph Railroad..... 45
Hanover Branch Railroad..... 325
Hartford and New Haven Railroad..... 880
" Providence and Fishkill Railroad..... 972
Houston and New Orleans Railroad..... 233
Hudson River Railroad..... 48
Illinois Central Railroad..... 292
Indiana Central Railroad..... 506
Indianapolis, Pittsburg and Cleveland Railroad..... 453
La Crosse and Milwaukee Railroad..... 598
Lehigh Coal and Navigation Co.....102, 405
" Valley Railroad..... 82
Little Miami and Columbus and Xenia Railroad..... 463
Long Island Railroad.....352, 1126
Louisville, Frankfort and Lexington Railroad..... 781
" and Nashville Railroad..... 111
Macon and Brunswick Railroad..... 245
Manassas Gap Railroad.....1050
McMinnville and Manchester Railroad.. 111
Memphis and Charleston Railroad....109, 840
" " Ohio Railroad..... 111
" " Clarksville and Louisville Railroad..... 111
Metropolitan (Boston) Horse Railroad..1125
Michigan Central Railroad.....133, 549
" Southern and Northern Indiana Railroad 134, 804
Millville and Glassboro' Railroad..... 951
Milwaukee and Missis-ippi Railroad..... 179
Mineral Point Railroad..... 216
Minnesota and Pacific Railroad..... 550
Mississippi Central Railroad..... 669
" " and Tenn. Railroad... 110
" and Tennessee Railroad 110, 1005
Mobile and Great Northern Railroad.... 361
" " Ohio Railroad.....112, 263
Montgomery and West Point Railroad.... 646
Morris and Essex Railroad..... 555
" Canal and Banking Co..... 390
Nashville and Chattanooga Railroad.... 109
" " Northwestern Railroad.... 112
New Haven, New London and Stonington Railroad..... 191
" Jersey Railroad.....124, 496, 652
" Orleans and Opelousas Railroad..... 223
" York Central Railroad.....1124, 1137
" " and Erie Railroad.....47, 57
" " " Harlem.....1122
" " " New Haven Railroad..... 73
Norfolk and Petersburg Railroad.....1013
North Eastern Railroad..... 348
" Pennsylvania Railroad..... 188
Northern Central Railroad..... 283
Norwich and Worcester Railroad..... 734
Ohio and Mississippi Railroad....871, 507, 671
Orange and Alexandria Railroad.....81, 1069
Panama Railroad.....25, 555
Pennsylvania Coal Co..... 734
" Railroad..... 134
Penobscot and Kennebec Railroad..... 626
Petersburg Railroad..... 276
Philadelphia and Reading Railroad..... 37
" Germantown and Norristown Railroad.....1093
" Wilmington and Baltimore Railroad..... 112
Pittsburg, Ft. Wayne and Chicago Railroad..... 391
" and Connellsville Railroad....1102
Portland, Saco and Portsmouth Railroad. 499
Richmond and Danville Railroad....116, 1126
" " Petersburg Railroad..... 498
Richmond, Fredericksburg and Potomac Railroad..... 498
Sacramento Valley Railroad..... 264
Sandusky, Dayton and Cincinnati Railroad..... 816
Seaboard and Roanoke Railroad..... 508
Selma and Gulf Railroad..... 258
South Carolina Railroad..... 136
" Western (Ga.) Railroad..... 770
Stonington Railroad.....1014
Stony Brook Railroad..... 565
Sunbury and Erie Railroad..... 169
Tennessee and Alabama Railroad..... 111
Terre Haute and Richmond Railroad.... 23
Toledo and Wabash Railroad 26
Vicksburg, Shreveport and Texas Railroad.....199, 1101
Virginia Central Railroad.....1069
Western (Mass.) Railroad..... 46
Wills' Valley Railroad..... 252
Wilmington and Weldon Railroad.....1121
Winchester and Alabama Railroad 110
Wrightsville, York and Gettysburg Railroad..... 295

INDEX TO JOURNAL OF RAILROAD LAW.

A

Abandonment, Companies not allowed to embarrass the Public by tearing up rails.....1113
Agents, Responsibility of; Mercantile Instructions..... 600

B

Banks; Deposit in Savings Banks; regulations as to..... 115
" Payment made upon Checks at the peril of the Bank.....1014
Bank Capital, Liability of, to State Taxation.....1038
Baggage, Liability of Company for, when destroyed by fire in Depot..... 202
Bonds, Liability of a County on; given for a subscription to Stock..... 14
" County Bonds of Iowa; their validity established..... 323

C

Check, Possession of by Passenger, evidence that the Company has the baggage 353
Common Law, Introduction of the English Common Law into the State of New York 672
Common Carrier, Liability of, criminally, for appropriating goods..... 744
Contract, Power of Trustees under a Trust Mortgage to sell on time 1126
" When void, as being in restraint of Trade 970
" Agreement to insure..... 265
" Nature of Agreement between the Government and Patentees 256
" Deposit in Savings Bank..... 115
" Agreement to insure, when binding 372
" Construction of; evidences of fraud 508
" Construction of Covenants in a lease..... 720
" When a Payee of a Note may recover against an Accommodation Indorser..... 441
" Of the presentment of Notes after business hours for payment..... 790
Corporations, Directors not authorized to sell out..... 993
" Taxation of; Principal office of, where situated..... 393
" When the organization of a Railroad Company deemed sufficient..... 646
" Incorporation of Companies; Survey required by laws of New York..... 577
" Usurious Contracts with Building Associations..... 861
" Power to purchase and reissue its own Stock..... 767
" Liability of Telegraph Companies for mistakes in transmitting messages..... 882
Constitution. Act in reference to fencing Railroads; Constitutionality of..... 485
" Power of Governor of New York to sign Bills after adjournment of Legislature, 552, 625
Construction, Liability of Company for, during 530
Crossings, Injuries caused by stopping Trains at..... 146

D

Damages, Liability of Companies for not erecting fences..... 816
" Failure to furnish materials to build cars..... 850
" Illegal issue of Stock; rights of *bona fide* holders of..... 575
Damages, Liability of Companies for not carrying freight in the usual time..... 624
" Liability of Railroads for acts of lessees..... 530
" Construction of Road over mining lands; how to be estimated 314
" Liability of Company as carriers, in transportation of another's car over their road... 417
" Liability of Company for baggage 353
" Stopping Trains at crossings... 146
" Recoverable by parent for injuries to child; Laws of Anglo-Saxons as to..... 157
" Liability of Company for baggage 202
" Non-delivery of goods to carrier; measure of..... 46
" Liquidated..... 970
" Admissibility of evidence in an action for 71
" Companies not liable for injuries to goods occasioned by flood while in Depot..... 925
" Liability of Railroad Companies for Damaged goods..... 721
" Proof required as to Defendants' being the cause of the injury..... 180

F

Fences. A Police Regulation to insure general safety 485
" Duty of English Railroad Companies in reference to.....1146
Fraud. Over-issue of Stock of New Haven Railroad Company, by Robert Schuyler..... 575
" Detention of Personal property evidence of fraud..... 508
" Misrepresentations in regard to location of road not a defence in a suit for amount of Subscription to Stock..... 646
" A Railroad Commissioner who has subscribed estopped from defending, on the ground that the conditions are not fulfilled, 486
Freight, Liability of consigner to carrier for..... 294

I

Improvements, Adoption of, by Railroad Companies..... 29
Insurance, Contract of, when binding.... 872
" Hazardous articles..... 91
" Contract of, when binding.... 265

N

Negligence, Employees of Contractors may maintain suit for.... 697
" English Decision as to what Constitutes.....1146
" In not adopting improvements..... 29
Note, Liability of accommodation indorser to payee of..... 441
" When a demand is sufficient to hold an indorser..... 790

R

Railroad Corporations, Assessments of, Domicil of...1059
" " Liability of for the trespass of its lessees 530
" " Power of Companies to alienate their franchise.... 329
" " Power of to borrow money and give notes as security... 903
" Franchises, Rights of the public in.....1113
Railroads, Transportation of plaintiff's car over, liability for ... 417
" Damages when constructed over mining lands..... .. 314

S

Servants, Employees of contractors not the servants of the Company 697
Stock, Interest upon when payable..... 947
" Power of a corporation to purchase and re-issue..... 767
Stockholders, Rights of all to dividends, changing bonds into stock..... 225
" Rights of..... 993
Subscription, Liability of a county for... 14
" A Railroad Commissioner's; when estopped from defending a suit to collect. 486

T

Taxes, Principal office of Railroad Corporations for purposes of..... 393
Tickets, Passengers to use in a specified time, and on a continuous trip.....1084
Trustees, Power of to sell under a trust mortgage.....1126

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PRINCIPAL CONTENTS.

Little Miami Railroad 1
Railroads in the United States, Jan. 1, 1860 ... 1
Southern Railroad 5
Railroads in Texas 5
Lake Shore Difficulty 12
Central Railroad and Banking Co. of Georgia.. 12
The Gauge Question 13
Railroads of Virginia 13
Liability of a County on Bonds Given for Subscription to a Railroad 14

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, January 7, 1860.

Little Miami Railroad.

WM. H. CLEMENT, Esq., former superintendent of this road has returned to it again, and been elected its President. The officers for the year are as follows:

President—WM. H. CLEMENT.
Superintendent—JOHN DURAND.
Secretary—CHARLES H. KILGOUR.
Auditor—D. G. A. DAVENPORT.
Treasurer—S. E. WRIGHT.

Mr. Clement brings to his position the advantage of long experience, sound practical ability and great energy. His connection with the Little Miami Company will add much to the public confidence in the management of its affairs. Nathaniel Wright Esq., who has occupied the position of President for the past year, retires voluntarily, to give place to Mr. Clement.

LaCrosse and Milwaukee Railroad.

The attorney for the bondholders of the Western Division of this road, gives notice that he will not move for a receiver at present, for the reason that the road cannot, during the winter months, be run except at a loss.

Pittsburg, Fort Wayne and Chicago R. R.

WM. B. OGDEN, Esq., has, by consent of all parties, been appointed Receiver of this road. Some plan will soon be proposed, we presume, for the relief of the company.

Railroads of the United States, Jan. 1, 1860.

We give herewith our annual statement of the Railroads of the United States at the commencement of the present year, with a view of their progress since 1831.

The following is the recapitulation of our tables:

States, etc.	Total length of line.	Miles in operation.	Cost of roads and equipment.
Maine	618.1	544.6	$20,431,701
New Hampshire	599.9	565.2	17,785,111
Vermont	568.5	537.9	21,785,752
Massachusetts	1,507.3	1,428.0	65,319,921
Rhode Island	86.9	63.6	2,747,568
Connecticut	820.7	665.6	25,198,199
New England St.	4,201.4	3,804.9	$153,268,251
New York	3,610.6	2,756.4	$137,077,621
New Jersey	658.9	556.4	26,463,455
Pennsylvania	3,995.1	3,081.1	149,509,261
Delaware	117.9	117.9	2,345,825
Maryland, & D.C.	889.3	833.3	41,526,424
Middle Atlant. St.	9,271.8	7,345.1	$356,922,586
Virginia	2,058.5	1,525.7	$43,069,360
North Carolina	1,020.2	770.2	13,698,469
South Carolina	1,136.0	807.3	19,083,343
Georgia	1,617.2	1,241.7	25,687,220
Florida	730.5	289.8	6,368,699
South Atlant. St.	6,562.4	4,634.7	$108,207,091
Alabama	1,822.4	798.6	$20,975,639
Mississippi	445.1	365.4	9,024,444
Louisiana	1,160.0	419.0	16,073,270
Texas	2,667.0	284.5	7,578,943
Gulf States	6,094.5	1,867.5	$53,652,296
Arkansas	701.3	38.5	$1,130,110
Missouri	1,387.3	723.2	31,771,116
Tennessee	1,434.4	1,062.3	27,348,141
Kentucky	698.4	458.5	13,852,062
South Interior St.	4,171.4	2,282.5	$74,101,429
Ohio	4,084.7	3,008.2	$127,949,123
Michigan	1,747.8	1,132.8	44,072,226
Indiana	1,839.0	1,327.9	31,656,371
Illinois	3,500.7	2,752.7	107,720,937
Wisconsin	2,224.3	826.0	44,576,044
Iowa	1,806.8	395.3	13,347,475
Minnesota	1,167.5	0.0	1,000,000
N'th Interior St.	16,370.8	9,442.9	$370,322,176
California	308.8	22.5	$2,447,100
Oregon	300.0	0.0	.....
Pacific States	608.8	22.5	$2,447,100
Total United St.	46,981.1	29,401.0	$1,118,920,929

ACTUAL MILEAGE IN THE SEVERAL STATES.

States.	Mileage as arranged in tables above.	Mileage given to other States.	Mileage tak'n fr'm other States.	Actual mileage belonging to States.
Maine	544.6	70.2	2.0	476.4
New Hampshire	565.2	10.5	107.0	661.7
Vermont	537.9	6.8	30.0	561.1
Massachusetts	1,428.0	86.8	49.9	1,391.1
Rhode Island	63.6	10.5	47.8	100.9
Connecticut	665.6	72.3	6.0	599.3
New England St's	3,804.9	21.9	7.5	3,790.5
New York	2,756.4	30.9	7.5	2,779.8
New Jersey	556.4	..	..	556.4
Pennsylvania	3,081.1	161.0	455.0	2,787.1
Delaware	117.9	23.0	13.8	127.1
Maryland, etc.	833.3	22.8	378.0	178.1
Middle Atlantic St.	7,345.1	67.2	684.5	6,728.5
Virginia	1,525.7	34.0	264.0	1,755.7
North Carolina	770.2	107.0	40.0	703.2
South Carolina	807.3	6.0	99.0	900.3
Georgia	1,241.7	13.2	15.0	1,234.5
Florida	289.8	0.0	0.0	289.8
South Atlantic St.	4,634.7	13.2	271.0	4,892.5
Alabama	798.6	329.7	160.0	628.9
Mississippi	365.4	10.5	336.2	691.1
Louisiana	419.0	125.0	0.0	294.0
Texas	284.5	0.0	0.0	284.5
Gulf States	1,867.5	156.0	187.0	1,898.5
Arkansas	38.5	0.0	0.0	38.5
Missouri	723.2	0.0	0.0	723.2
Tennessee	1,062.3	202.0	117.2	977.5
Kentucky	458.5	26.5	78.5	510.5
South Interior St.	2,282.5	202.0	169.2	2,249.7
Ohio	3,008.2	390.0	398.5	3,016.7
Michigan	1,132.8	336.0	0.0	796.9
Indiana	1,327.9	43.5	721.0	2,005.4
Illinois	2,752.7	142.0	117.0	2,727.7
Wisconsin	826.0	77.0	127.0	876.0
Iowa	395.3	0.0	0.0	395.3
Minnesota	0.0	0.0	0.0	0.0
North Interior St.	9,442.9	46.0	421.0	9,817.9
California	22.5	0.0	0.0	22.5
Oregon	0.0	0.0	0.0	0.0
Pacific States	22.5	0.0	0.0	0.0
Total United States	29,500.1	0.0	0.0	29,400.1

Progress of Railroads for Quinquennial Periods.

Below is a comparative view of the mileage of railroads in the several States on the 1st of Jan'y, 1850, 1855 and 1860.

	1850. *Miles.*	1855. *Miles.*	1860. *Miles.*
Maine	175	409	476
New Hampshire	309	585	662
Vermont	243	454	561
Massachusetts	1,095	1,102	1,391
Rhode Island	50	50	101
Connecticut	434	571	599
New England States	2,306	3,171	3,790
New York	1,070	2,623	2,779
New Jersey	231	429	557
Pennsylvania	981	1,681	2,787
Delaware	16	39	127
Maryland	324	367	478
Middle Atlantic States	2,622	5,139	6,728
Virginia	803	986	1,756
North Carolina	302	349	703
South Carolina	241	741	900
Georgia	609	975	1,248
Florida	54	21	290
South Atlantic States	1,509	3,072	4,892
Alabama	118	304	629
Mississippi	60	226	691
Louisiana	66	198	294
Texas	0	32	285
Gulf States	249	760	1,898
Arkansas	..	..	39
Missouri	..	37	724
Tennessee	..	326	977
Kentucky	28	231	511
South Interior States	28	594	2,251
Ohio	299	2,453	3,017
Michigan	344	474	797
Indiana	86	1,406	2,005
Illinois	22	884	2,728
Wisconsin	..	200	876
Iowa	..	..	395
Minnesota	..	..	..
North Interior States	751	5,417	9,818
California	..	..	23
Oregon	..	..	..
Pacific States	..	..	23
Total United States	7,475	18,153	29,401

The following is a statement of the number of miles of railroad in operation in each year since 1831.

Statement of Total Mileage for 30 Years.

1831	54	1841	3,319	1851	8,856
1832	131	1842	3,877	1852	10,878
1833	576	1843	4,174	1853	13,315
1834	762	1844	4,311	1854	15,511
1835	918	1845	4,522	1855	18,153
1836	1,102	1846	4,870	1856	21,440
1837	1,421	1847	5,336	1857	24,290
1838	1,843	1848	5,682	1858	26,210
1839	1,920	1849	6,350	1859	27,857
1840	2,197	1850	7,475	1860	29,401

Decennial Increase.

1840	2,197		
1850	7,475	5,278	240.2 per cent.
1860	29,404	21,922	293.5 " "

The total number of miles in operation on the first day of January, 1859, was 27,857. The number of miles opened during the year, consequently, has been 1,541.

The number of miles in progress in the United States is estimated at 17,580. The extent of mileage of roads in progress can never be stated with much accuracy, but we see no limit to the construction of these works, till they become the common highways for every portion of the country. In the North-eastern, and in some of the Western States, this result seems pretty nearly accomplished; yet, even in those, the system is constantly expanding. Their construction, under a state of affairs similar to the present, must rapidly continue to go on till an aggregate of 50,000 miles is reached. Even the embarrassments of the country which culminated in 1857, seemed to have exerted only a slight influence in checking their progress, which was never more active than at the present time in several of the States.

The total amount of capital invested in all the roads is $1,118,920,929. The increase during the year has been $157,873,565. Our statement a year ago did not embrace roads in progress. The actual increase may be somewhat over-estimated. Not so with the aggregates, however.

DETAILED STATEMENT.

A tabular statement showing the length and cost of each at the end of the financial year closing nearest to 1st Janury, 1860.

1. Maine.

Companies.	Total length.	Length completed.	Cost of road and equipment.
Androscoggin	36.1	36.1	$645,272
Androsc. & Kennebec,	55.0	55.0	2,212,176
Atlantic & St. Lawr.	149.0	149.0	7,217,257
Bang., Oldtown & Milf.	12.5	12.5	623,262
Branch	0 5	0.5	
Baring & Lewy's Isl'd,	16.5	16.5	310,000
Boston & Maine (See Mass. 2 m. in Me.)			
Calais and Baring	6.0	6.0	200,000
Gr. Falls & S. Berwick	6.0	6.0	175,000
Kennebec & Portland	63.0	63.0	2,871,264
Bath Branch	9.5	9 5	
Machiasport	7.5	7.5	100,000
Penobscot	33.0	0.0	417,819
Penobscot & Kenneb'c	54.7	54.7	1,861,096
Portl'd & Oxf'd Central	28.5	21.5	430,000
Portl'd, Saco & Portsm.	51.3	51.3	1,494,792
Somerset & Kennebec,	37.0	37.0	783,763
York and Cumberland,	52.0	18.5	1,090,000
Total	681.1	544.6	$20,431,701

2. New Hampshire.

Ashuelot	23.1	23.1	$395,000
Atlantic & St. Lawr'ce, (See Maine 54.2 m. in N. H.)			
Boston, Conc. & M'treal,	93.5	93.5	2,863,584
Boston and Maine (See Mass. 39.8 m. in N. H.)			
Cheshire	53.6	53.6	3,082,757
Cocheco	37.4	28.5	866,659
Concord	34.5	34.5	1,412 576
Concord & Portsm'th	46.8	46.8	250,000
Contoocook Valley	14.6	14.6	200,000
Eastern in N. H.	16.8	16.8	525,205
Great Falls & Conway,	46.3	20.5	403,564
Manchester & Lawr'ce,	26.5	26.5	1,000,000
Nashua and Lowell (See Mass. 6 m. in N. H.)			
Merrimac & Conn. Riv.	53.8	53.8	1,282,380
Northern N. H.	69.2	69.2	3,580,246
Bristol Branch	12.4	12.4	
Peterboro' and Shirley	10.5	10 5	245,643
Sullivan	24.7	24.7	1,250,000
White Mountains	20.8	20.8	200,000
Wilton	15.4	15.4	227.497
Worcester and Nashua (See Mass., 7 m. in N. H.)			
Total	599.9	565.2	$17,785,111

3. Vermont.

Atlantic & St. Lawrence (See Maine, 16 m. in Vt.)			
Connect. & Pass. Riv.	110.3	90.7	$2,531,146
Gr'd Trunk of Canada.	17.3	17.3	500,000
Rutland & Burlington,	119.6	119.6	4,591.217
Rutland & Washington	44.8	44.8	1,771,683
Rutland and Whitehall	6.8	6.8	255,706
Branch	1.5	1.5	
Troy and Boston (See New York, 3.5 in Vt.)			
Vermont and Canada	58.0	47.0	1,348,500
Vermont Central	118.0	118.0	8,402,054
Branch	4.0	4.0	
Vermont and Mass. (See Mass., 10.5 in Vt.)			
Vermont Valley	23.7	23.7	1,301,886
Western Vermont	54.0	54.0	1,083,560
Branches	10 5	10.5	
	568.5	537.9	$21,785,752

4. Massachusetts.

Agricultural Branch	28.4	15.1	$329,921
Amh'rst, Belch'rt'n & P.	48.0	19.5	295,337
Berkshire	21.2	21.2	600,000
Bost. & Chelsea (Horse)	1.5	1.5	140,000
Boston and Lowell	26.7	26.7	2,422,598
Branch	1.9	1.9	
Boston and Maine	74.3	74.3	4,219,326
Branches	8.8	8.8	
B. & N. Y. Cent. (Midl'd)	74.5	74.5	3,692,144
Boston & Providence	43.5	43.5	3,524,982
Branches	12.1	12.1	
Boston and Worcester.	44.6	44.6	4,689,099
Branches	24.3	24.3	
Broadway (Horse)	3.6	3.6	360,000
Cambridge (Horse)	4.8	4.8	316,717
Branch	1.1	1.1	
Cape Cod Branch	46.1	46.1	1,031,625
Branch	1.0	1.0	
Cheshire (See New Hampshire, 10.5 m. in Mass.)			
Connecticut River	50.0	50.0	1,801,944
Chicopee Branch.	2.4	2.4	
Danvers	9.2	9.2	216,779
Dorchester (Horse)	4.1	4.1	132,024
Dorchester and Milton,	3.3	3.3	136,789
Eastern	44.2	44.2	4,676,048
Marblehead Br.	3.0	3.0	
Gloucester Branch	13.1	13.1	
Salisbury Branch,	3.8	3.8	
Saugus Branch	8.4	8.4	
Easton Branch	3.8	3.8	55,894
Essex	19.9	19.9	747,009
Branch	1.3	1.3	
Fairhaven Branch	15.1	15.1	395,105
Fitchburg	50.9	50.9	3,540,000
Branches	16.9	16.9	
Fitchb'g & Worcester.	14.0	14.0	275,000
Grand Junction	9.0	9.0	1,896,455
Hampshire & Hampd'n	24.9	24.9	598,300
Hartford & N. Haven, (See Ct. 5.9 m. in Mass.)			
Horn Pond Branch	0.7	0.7	12,000
Lexington & W. Camb.	6.7	6.7	251,258
Lowell and Lawrence.	12.4	12.4	863,158
Malden & Melr. (Horse)	3.4	3.4	242,548
Marlboro' Branch	3.9	3.9	156,185
Medway Branch	3.6	3.6	32,579
Metropolitan (Horse)	2.6	2.6	444,984
Branches	4.6	4.6	
Middlesex (Horse)	3.5	3.5	295,080
Branch	1.5	1.5	
Middleboro' & Taunt'n	8.0	8.0	153,827
Nashua and Lowell	14.4	14.4	654,603
New Bedford & Taunt'n	20.1	20.1	544,965
Branch	1.5	1.5	
Newburyport	27.0	27.0	629,183
N. Lond., Willim. & Palmer (See Ct., 9 m. in Mass.)			
New York and Boston,	32.0	32.0	896,386
Newton (Horse)	2.9	2.9	22,959
Norwich & Worcester, (See Ct., 16 m. in Mass.)			
Old Colony and Fall R.	79.5	79.5	3,362,949
Bridgewater Br.	7.8	7.8	
Peterboro' and Shirley	14.1	14.1	265,827
Pittsfield and N. Adams	18.6	18.6	443,678
Provid., Warr. & Bristol, (See R.I., 4.5 m. in Mass.)			
Provid'nce & Worc'ster	43.4	43.4	1,789,476
Salem and Lowell	16.9	16.9	449,530
Somerville (Horse)	3.9	3.9	68,000
South Reading Branch	8.2	8.2	299,210
Branch	0.2	0.2	
South Shore	11.5	11.5	501,593
Stockbridge & Pitts'd	21.9	21.9	448,700
Stony Brook	13.2	13.2	267,884
Stoughton Branch	4.1	4.1	99,394
Taunton Branch	11.1	11.1	313,156
Branch	0.5	0.5	
Troy and Boston, (See N. Y., 4 m. in Mass.)			
Troy and Greenfield	42.5	0.0	467,282

Union (oper. Camb. and Watert'n R's)				159,988
Vermont and Mass.	69.0	69.0	3,268,166	
Greenfield Branch	8.0	8.0		
Walt'm & Watert'n (H)	2.1	2.1		19,700
Western	173.4	173.4		10,881,282
West Roxbury (Horse)	2.5	2.5		53,787
West Stockbridge	2.7	2.7		39,600
Worcester and Nashua,	45.7	45.7		1,328,898
Total	1,507.3	1,428.0		$65,319,921

5. RHODE ISLAND.

Boston & Providence, (See Mass., 4 m. in R. I.)				
Hartf., Prov. & Fishk. (See Ct. 26.3 m. in R. I.)				
New York and Boston,	23.3	0.0		153,312
N.Y., Prov. and Boston,	50.0	50.0		2,158,000
Prov., Warr. & Bristol,	13.6	13.6		436,256
Prov. and Worcester, (See Mass. 17.5 m. in R. I.)				
Total	86.9	63.6		$2,747,568

6. CONNECTICUT.

Danbury and Norwalk,	23.9	23.9		$384,926
Farmington Valley (incl. in N.Hav. & Northampt.)				
E.Thompso'n (inc. in B. & N.Y.C., Mass., 8 m. in Ct.)				
Hartf., Prov. & Fishkill.	197.5	122.4		4,205,966
Housatonic	74.0	74.0		2,438,847
Naugatuck	57.0	57.0		1,578,301
N. Haven & Hartford.	61.4	61.4	3,820,668	
Middletown Br.	9.8	9.8		
Hartford Branch.	0.9	0.9		
N.Hav., N.Lond. & Ston.	61.5	61.5		1,890,000
N.Hav. & Northampton,	46.8	46.8	1,400,000	
Collinsville Br.	7.8	7.8		
Tariffville Branch,	1.0	1.0		
Farmingt'n Valley	4.8	4.8		
N. Lond., Willim. & P.	66.0	66.0		1,573,568
N. York and Boston	80.0	0.0		557,701
N. York & New Haven	62.3	62.3		5,324,527
N. Y., Prov. & Boston, (See R. I., 6 m. in Ct.)				
Norwich & Worcester.	59.0	59.0	2,613,694	
Allyn's Pt. Ext.	7.0	7.0		
Total	820.7	665.6		$25,198,198

7. NEW YORK.

Albany & Susqueh'nna.	140.0	0.0		$227,356
Albany, Vt. & Canada.	32.9	32.9		1,693,540
Alb. & W. Stockbridge	38.3	38.3		2,289,934
Black River and Utica.	108.5	34.9	1,234,474	
Trenton Falls Br.	2.6	2.6		
Blossburg and Corning	14.8	14.8		496,661
Brooklyn City (Horse)	80.2	20.1	1,026,709	
Branch	0.7	0.7		
Brooklyn & Jamaica (11 m., inc. in L. I.)				369,856
Broadway (Horse)	3.5	3.5		250,000
Buff. & Alleghany Val.	30.0	0.0		21,300
Buffalo, N. Y. & Erie.	142.0	142.0	2,975,326	
Att. & Horn'le Br.	78.0	78.0		
Buffalo and Pittsburg.	74.2	0.0		133,521
Buffalo and State Line	68.3	68.3		2,772,897
Cayuga & Susq'hanna.	34.6	34.6		1,095,600
Chemung	17.4	17.4		400,000
Eighth Avenue (Horse)	10.0	5.0	833,643	
Branch	0.2	0.2		
Elmira, Canand. & N. F.	46.8	46.8		1,275,796
Erie and N. Y. City	63.2	0.0		283,733
Flushing	7.8	7.8		310,963
Genesee Valley	15.0	15.0		250,000
Hicksville & Cold Sp'g	4.1	4.1		52,000
Hudson and Boston	17.3	17.3		175,000
Hudson River	144.0	144.0		11,328,990
L. Onta'o, Aub. & N. Y.	73.8	0.0		74,203
Lake Ont'o & Hud. Riv.	182.0	0.0		3,675,858
Lebanon Springs	22.5	0.0		324,443
Long Island	95.0	95.0	2,866,270	
Hempstead Bra'h.	2.5	2.5		
Hunter's Pt. Ext.	8.6	0.0		
Parallel and Br. Lines. New York Central	297.8	297.8		
Troy-Sch'tady.	21.0	21.0		
Syr'use-Roch'r.	104.0	104.0		
Batavia-Attica.	11.0	11.0		
Roch'r-Susp Br.	74.8	74.8	30,840,714	
Lockp't-Ton'da	12.2	12.2		
Roch'r-Charl'te	6.9	6.9		
Buffalo-Lew'ton	28.3	28.3		
New York and Erie	446.0	446.0	34,494,276	
Newburg Branch.	19.0	19.0		
New York and Harlem.	130.8	130.8	7,948,116	
Morrisania Br'ch.	2.1	2.1		
N. Y. & New Haven (See Conn.	15.1 m. in N. Y.)			
N. Ridge & Can'daigua	98.6	98.6	3,495,832	
Branch	1.6	1.6		
Niagara F. & L. Ont'o.	13.2	13.2		393,729
Northern (Ogd'burg).	118.0	118.0	4,788,791	
Champlain Br'ch.	3.8	3.8		
Ogd'sb., Clayt. & Rome	123.2	0.0		550,000
Oswego and Syracuse.	35.9	35.9		761,381
Plattsb'g and Montreal	20.6	20.6		347,775
Potsdam and Watert'n.	75.4	75.4	1,587,028	
Watertown Bra'ch	2.3	2.3		
Rensselaer & Saratoga	25.2	25.2		900,550
Roch'r & Genesee Val.	18.4	18.4		653,539
Rutland and Wash'gton (See Vt., 6.8 m. in N. Y.)				
Sack. Harb. & Ellisb'g	18.0	18.0		389,270
Saratoga and Sch'tady	21.0	21.0		480,684
Saratoga & Whitehall.	40.9	40.9	895,422	
Rutland Branch.	6.6	6.6		
Second Avenue (Horse)	8.0	8.0		1,005,404
Sixth Avenue (Horse).	4.0	4.0		855,957
Sodus Pt. & Southern.	35.0	0.0		35,298
Staten Island	13.2	0.0		132,000
Syr'se, Bingh. & N. Y.	80.0	80.0		2,703,624
Third Avenue (Horse).	8.0	8.0		1,378,090
Troy and Bennington.	5.4	5.4		235,937
Troy and Boston	34.9	34.9		1,622,188
Ext. in Vt. & Mass.	13.1	13.1		393,000
Troy and Greenbush.	6.0	6.0		294,731
Troy and Rutland	17.3	17.3		380,818
Troy, Union and Depot	2.2	2.2		732,115
Union (Ramapo)	0.2	0.2		50,000
Union (Syr., owned by Syr., Bing. & N. Y.)	1.3	1.3		133,984
Watertown and Rome.	96.8	96.8		2,159,295
Williamsp't and Elmira (See Penn., 9 m. in N. Y.)				
Total	3,610.6	2,756.4		$137,077,621

8. NEW JERSEY.

Belvidere Delaware	64.2	64.1		$3,173,285
Burlington & Mt. Holly	7.1	7.1		120,000
Camden and Amboy.	63.9	63.9	5,376,795	
Trenton Branch.	32.3	32.3		
Camden and Atlantic.	60.2	60.2		1,787,970
Central of New Jersey.	64.0	64.0	5,563,646	
Extra Track	48.0	48.0		
Flemington	11.8	11.8		288,513
Freeh'd & James'g Ag.	17.0	11.0		220,666
Long Dock and Tunnel	2.5	0.0		1,000,000
Millstone & N. Bruns'k	6.6	6.6		111,114
Morris and Essex	92.0	53.0		1,613,361
Newark & Bloomfield.	14.0	6.0		101,387
New Jersey	33.8	33.8		3,538,827
Northern of N. J.	21.3	21.3		362,100
Paterson and Hudson.	14.5	14.5		630,000
Paterson and Ramapo.	15.0	15.0		350,000
Sussex	12.0	12.0		357,078
Warren	18.7	18.7		1,568,713
West Jersey	60.0	13.0		300,000
Total	658.9	556.4		$26,463,455

9. PENNSYLVANIA.

Alleghany Valley	180.2	44.0		$1,988,617
Auburn and Allentown	38.0	0.0		50,000
Barclay Coal	16.3	16.3		438,000
Beaver Meadows	21.3	21.3	1,542,950	
Branches	29.0	29.0		
Cataw., Will'p't & Erie	63.5	63.5		3,883,356
Cham'b'g & Hagerst'n	22.0	22.0		440,000
Chartiers Valley	26.0	0.0		300,000
Chester Valley	21.0	21.0		1,370,000
Chestnut Hill Branch.	3.5	3.5		80,000
Cleveland and Erie (See Ohio, 23 m. in Penn.)				
Cleveland & Pittsburg (See Ohio, 23 m. in Penn.)				
Cumberland Valley	52.5	52.5		1,292,326
Danville and Pottsville	31.0	31.0		620,000
Dauphin & Susq'hanna	52.5	52.5		1,600,000
Delaware and Hudson.	20.0	20.0	1,484,762	
Branches	6.0	6.0		
Del., L'k'na & West'n.	110.8	110.8	8,831,707	
Branches	2.3	2.3		
D., Leh'h & Water Gap	36.0	0.0		3,600
East Pennsylvania	36.3	36.3		907,500
Erie and North-East.	19.6	19.6		750,000
Fayette County	13.0	13.0		260,000
Fogl'ville & Cater'qua	8.0	8.0		160,000
Gettysburg	29.0	17.0		300,000
Hanover Branch	13.0	13.0		169,445
Harrisb'g and Lanc'ter	36.9	36.9	1,881,697	
Columbia Branch.	19.0	19.0		
Hazleton and Lehigh	14.5	14.5		400,000
Hempfield	76.3	35.0		1,388,168
Hunt'gton & Br'd Top	30.5	30.5	1,181,997	
Branches	10.3	10.3		
Lackawanna	17.0	9.0		300,000
Lack'na and Bloomsb'g	68.0	68.0		2,000,000
Lehigh Valley	45.7	45.7		3,276,523
Little Schuylkill	28.0	28.0	3,407,651	
Branches	15.0	15.0		
Lykens Valley	16.0	16.0		450,000
McCauley's Mountain.	6.0	6.0		200,000
M. Ch'k & Sum't Hill.	8.0	8.0	1,000,000	
Branches	21.0	21.0		
Mine Hill & S. Haven.	13.0	13.0	2,400,000	
Extens. and Br'h's	74.0	74.0		
Mount Carbon	1.3	1.3	198,481	
Branches	6.0	6.0		
Mt. Carb'n & P. Carb'n	3.5	3.5		109,000
Navig'n (Anb. to Pots.)	11.0	0.0		.....
N. Castle & Darlington	16.5	0.0		182,500
Northern Central (See Ind., 96 m. in Penn.)				
North Pennsylvania	55.6	55.6	5,340,837	
Branches	10.1	10.1		
North-Western	90.0	0.0		800,000
Pensylvania-main line.	249.0	249.0		20,272,670
Phila. Division	81.0	81.0		6,000,000
Alleghany Portage	28.5	28.5		1,500,000
Indiana Branch, Blairville Bran'h, Hollidaysb'g Br.	27.5	27.5 (inc. in Pa.)		
Pennsylvania Coal	47.0	47.0		1,998,819
Phila. & Balt. Central.	78.0	19.7		325,568
P. City R'lr'ds (Horse)	50.0	20.0		1,000,000
P., Germ'n & Norrist'n.	17.0	17.0	1,175,562	
Germantown Br'ch	4.0	4.0		
Philadelphia & Read'g	93.6	93.6		19,295,934
City Branch	5.0	5.0		100,000
Lebanon Val. Line	53.8	53.8		4,415,976
Philadelphia & Sunb'y	33.0	33.0		1,348,812
Phila. and Trenton	28.0	28.0		1,000,000
Phila., Wil. and Balt. (See Md: 19 m. in Penn.)				
Pittsb'g & Conn'ville	148.0	68.0		2,285,589
Pittsburg and Erie	137.0	17.5		355,000
Pitsb'g, Ft. W. & Chic.	467.0	467.0		15,602,715
Pittsb'g and Steubenv.	42.0	31.0		1,947,462
Quakake Valley	14.3	14.3		320,000
Reading and Columbia	36.0	0.0		.....
Schuylkill Valley	25.0	25.0	650,000	
Branches	10.0	10.0		
Sunb'y & Erie-E. Div.	271.2	65.0	5,602,715	
" " -W. Div.		42.0		
Tioga	29.7	29.7		1,093,263
Westchester	9.0	9.0		165,000
W'ch'r, Media & Phila.	26.0	26.0		600,000
Williamsport & Elmira	78.0	78.0		4,031,529
Wrightsv., Y. & Get'b.	12.5	12.5		433,530
Sundry coal roads, not elsewhere accounted for	350.0	350.0		7,000,000
Total	3,995.1	3,081.1		$149,509,261

10. DELAWARE.

Delaware	71.0	71.0		$1,146,311
Delaware & Maryland.	19.4	19.4		300,000
Junction and Breakw'r	8.5	8.5		100,000
N. Castle and Frencht'n	14.3	14.3		699,514
New Castle & Wilm'ton	4.7	4.7		100,000
Phila., Wilm'ton & Balt. (See Md: 23 m. in Del.)				
Total	117.9	117.9		$2,345,825

11. MARYLAND.

Annapolis & Elkridge.	20.5	20.5		$462,000
Baltimore City Pass'r.	5.0	5.0		200,000
Baltimore and Ohio.	379.0	379.0	20,019,286	
Frederick City and other branches.	7.2	7.2		
Washington Br'ch	30.0	30.0		1,650,000
Balt. & Phila. Central (See Penn.)				
Baltimore and Potomac	40.0	0.0		
Ch'sburg & Hagerst'n (See Penn: 9 m. in Md.)				
Cumb'd C. & I. (Eckh.)	10.4	10.4		500,000
Hoffman's Mi's Br.	1.6	1.6		
Cumb'l'd and Pennsyl'a	22.0	22.0		800,000
Delaware and Maryland (See Del: 13.8 m. in Md.)				
George's C'k C. & Iron	21.0	21.0		600,000

Northern Central	138.0	138.0	7,577,391
Tide-Water Bran'h	4.0	4.0	
P., Wilmington & Balt.	98.6	98.6	7,997,747
Port Deposit Br'ch	6.0	6.0	
Western Maryland	56.0	40.0	720,000
Sundry Coal and Iron Railroads not elsewhere accounted for	50.0	50.0	1,000,000
Total	889.3	833.3	$41,526,424

12. VIRGINIA.

Alex., Loud. & Hamps.	163.4	41.3	$1,534,194
Baltimore and Ohio (See Md: 240 m. in Va.)			
Blue Ridge (17.2 miles, included in Va. Central.)			
Clover Hill (Coal)	15.5	15.5	299,997
Covington and Ohio	188.9		
Kanawha Branch.	39.9		
Big Sandy Bra'h.	48.1		
F'dricksb'g & Gord'v.	45.0	0.0	221,573
Hempfield (See Pa: 9 miles in Virginia.)			
Manassas Gap	139.3	75.8	3,472,891
Norfolk & Petersburg.	79.2	79.2	1,760,934
North West'n Virginia.	103.5	103.5	5,322,150
Orange and Alexandria	88.4	88.4	2,441,486
Warrenton Branch	9.1	9.1	
Lynchb'g Ext'sion	60.0	60.0	1,897,889
Petersb'g & Lynchb'g.	123.3	123.3	3,415,632
City Point Branch	10.1	10.1	
Petersburg & Roanoke	59.2	59.2	1,181,731
Gaston Branch	21.3	21.3	
Pittsburg & Steub'ville (See Penn: 7 m. in Va.)			
Richm'd and Danville.	140.5	140.5	3,588,653
Branch	1.8	1.8	
Richm'd, Fred. & Po'c	75.1	75.1	1,985,579
Richm'd and Petersb'g	22.2	22.2	1,106,903
Port Walthall Br.	2.7	2.7	
Richm'd and York Riv.	52.6	38.3	511,000
Roanoke Valley (See N. Car: 8 miles in Va.)			
Seaboard and Roanoke	80.0	80.0	1,449,038
Virginia Central	206.2	195.2	5,462,910
Virginia & Tennessee.	204.2	204.2	
Salt Works Bran'h	9.5	9.5	6,342,802
Other Branches	1.2	1.2	
Winch'r and Potomac.	32.3	32.3	573,998
Washing'n and Alexa.	6.0	6.0	200,000
Sundry Coal Railroads not elsewhere acc'ted for	30.0	30.0	300,000
Total	2,058.5	1,525.7	$43,069,360

13. NORTH CAROLINA.

Atlantic & N. Carolina	95.2	95.2	$2,000,000
Branch	2.0	0.0	
Charlotte & S. Carolina (See S. Car: 6 m. in N. C.)			
North Carolina	223.0	223.0	4,235,000
Petersburg & Roanoke	See	Va.	8 m. in N. C.
Gaston Branch			9 m. in N. C.
Raleigh and Gaston	97.0	97.0	1,240,241
Roanoke Valley	58.0	22.0	527,000
Seaboard and Roanoke (See Va: 17 m. in N. C.)			
Western	43.0	0.0	190,793
W., Charl. & Ruther'd	184.0	10.0	350,000
Wilm'gton & Manch'r.	161.0	161.0	2,586,238
Wilm'gton & Weldon	162.0	161.0	2,869,223
Total	1,020.2	770.2	$13,998,495

14. SOUTH CAROLINA.

Blue Ridge	195.6	13.2	2,126,539
Branch	1.5	1.5	
Charleston & Savannah	102.3	54.9	1,099,536
Charl. & S. Carolina.	109.6	109.6	1,719,045
Cheraw and Darlington	40.3	40.3	600,000
Cheraw and Coal Fi'ds.	57.0	0.0	
Greenville & Col'bia	143.2	143.2	
Abbeville Branch.	11.5	11.5	2,763,930
Anderson Branch.	9.5	9.5	
King's Mountain	22.5	22.5	196,230
Laurens	32.0	32.0	543,403
North Eastern	102.0	102.0	2,016,652
South Carolina	136.0	136.0	
Columbia Branch.	69.0	69.0	7,023,008
Camden Branch	37.0	37.0	
Spartansb'g and Union	67.0	25.1	1,000,000
Wilm'ton & Manch'r (See N. Car: 99 m. in S. C.)			
Total	1,136.0	807.3	$19,083,343

15. GEORGIA.

Atlanta & La Grange	86.7	86.7	$1,179,381
Augusta and Savannah	53.0	53.0	1,032,200
Barnesv'le & Thomast.	16.0	16.0	200,000
Brunsw'k and Florida.	67.2	43.5	755,000
Central of Georgia	191.0	191.0	3,750,000
East Tenn. & Georgia (See Tenn: 15 m. in Ga.)			
Etowah	9.0	9.0	112,500
Georgia	171,0	171,0	
Athens Branch	39.0	39.0	4,174,492
Warrenton Branch	4.0	4.0	
Wilm'gton Branch	18.0	18.0	
Macon and Brunswick.	174.0	0.0	
Macon and Western	102.5	102.5	1,501,964
M'n Trunk (Atl. & G.)	163.5	30.0	800,000
Milledgev. & Eatonton	22.0	22.0	275,901
Milledgeville & Gordon	17.3	17.3	213,500
Muscogee	50.0	50.0	936,778
Rome and Kingston	20.0	20.0	250,000
Sav., Albany & Gulf	68.1	68.1	1,439,007
South-Western	106.1	106.1	
Butler Branch	22.0	22.0	3,165,000
Cuthbert Branch.	78.8	34.5	
Western and Atlantic	138.0	138.0	5,901,497
Total	1,617.2	1,241.7	$25,687,220

16. FLORIDA.

Florida	154.2	154.2	$3,000,000
Tampa Branch	150.0	0.0	
Florida and Alabama	45.1	45.1	1,000,000
F., Atl'tic & Gulf Cent.	59.3	37.0	943,699
Pensacola and Georgia.	297.0	28.6	1,000,000
Monticello Branch	8.9	8.9	
Tallahassee	21.0	21.0	425,000
Total	730.5	289.8	$6,368,699

17. ALABAMA.

Alabama and Florida.	115.6	52.0	$1,127,174
Ala. and Miss. Rivers.	88.3	30.3	518,965
Ala. and Tenn. Rivers.	167.4	109.8	2,264,468
Marion	14.0	14.0	280,000
Memp's & Charles'n	See	157.5 m. in Ala.	
Tuscumbia Br.	Tenn	2.5 m. in Ala.	
Mobile and Girard	228.3	57.3	2,000,000
Mobile & Great North'n	80.0	0.0	
Mob. & Ohio in Ala.	62.5	62.5	
" " in Miss.	270.0	169.5	
" " in Tenn.	121.3	67.0	10,313,039
" " in K'y	44.5	20.0	
Colum's (Miss.) Br.	14.7	14.7	
Paducah (Ky.) Br.	58.5	58.5	
Montg'y & West Point.	88 5	88.5	2,462,493
Opelika Branch	28.4	28.4	
N. East and S. West	295.8	0.0	728,000
Selma and Gulf	82.0	0.0	300,000
Tennessee and Coosa	36.5	0.0	200,000
Tenn. and Ala Central.	26.1	26.1	781,500
Total	1,822.4	798.6	$20,975,639

18. MISSISSIPPI.

Gr. Gulf & Port Gibson	8.0	8.0	$200,000
Memphis & Charleston (See Tenn. 27 m. in Miss.)			
Mississippi Central	187.3	187.3	4,000,000
Mississippi and Tenn.	99.2	79.9	1,974,444
Mob. and Ohio.	See	169.5 m. in Miss.	
Colum's Br.	Ala	14.7 m. in Miss.	
N. O., Jack. & Gt. Nor'n (See La.: 118 m. in Miss.)			
Raymond	7.0	7.0	100,000
Southern Mississippi	143.6	83.2	2,750,000
West Feliciana	(See La.: 7 m. in Miss.)		
Total	445.1	365.4	$9,024,444

19. LOUISIANA.

B Rouge, Gros T, & Ope	46.0	17.0	$327,009
Clinton & Port Hudson	22.0	22.0	750,666
Mexican Gulf	27.0	27.0	662,911
Melnb'g & L. Pont'n	6.0	6.0	212,398
N. Orleans & Carroll'n.	6.5	6.5	
Branch tracks	3.0	3.0	500,000
Jeff. & L. Pont'n.	4.5	4.5	
N. O., Jack. & Gt. Nor.	411.0	206.0	8,026,628
N. O., Ope's & Gt. West	258.0	80.0	4,043,631
Houston Branch	161.0	0.0	
Vicks'g, Shrev't & Tex.	189.0	21.0	929,418
West Feliciana	26.0	26.0	620,009
Total	1,160.0	419.0	$16,078,270

20. TEXAS.

B. Bayou, Brazos & Col.	160.0	32.0	$1,000,000
Gal., Houston & Hend'n.	240.0	72.0	1,800,000
Houston & N. Orleans.	96.0	0.0	200,000
Houston Tap	7.0	7.0	200,000
Hons'n Tap & Brazoria	73.0	53.0	1,000,000
Hous'n & Tex. Central.	356.0	78.0	1,691,443
Memp. El Paso & Pac.	225.0	0.0	
Mex'n Gulf and Hend'n.	140.0	0.0	
Sabine and Rio Grande.	452.0	0.0	500,000
S. Ant'o & Mex. Gulf.	135.0	25.0	500,000
Southern Pacific	783.0	27.5	687,500
Total	2,667.0	284.6	$7,578,943

21. ARKANSAS.

Cairo and Fulton.	301.0	0.0	$
Lit. Rock & Ft. Smith.	155.0	0.0	
Lit. Rock & Napoleon.	99.3	0.0	318,161
Memphis & Lit. Rock.	146.0	38.5	811,949
Total	701.3	38.5	$1,130,110

22. MISSOURI.

Cairo and Fulton.	78.0	25.0	$842,678
Han'l. and St. Joseph.	206.8	206.8	6,030,818
North Missouri	236.8	168.7	5,868,677
Pacific	282.0	168.0	10,557,802
South-West Br.	283.0	47.0	2,394,825
Platte County	150.0	7.0	434,445
Quincy and Palmyra.	10.5	10.5	250,000
St. Louis & Iron Mount.	86.5	86.5	5,392,377
Potosi Branch	3.7	3.7	
Total	1,337.3	723.2	$31,771,116

23. TENNESSEE.

Central Southern.	48.5	32.1	$800,000
Cleve'd & Chattanooga	80.0	80.0	867,210
East Tenn. & Georgia.	110.8	110.8	3,876,948
East Tenn. & Virginia.	130.3	130.3	3,110,168
Edgefield and Ky.	46.7	46.7	787,922
Louisville and Nash	(See Ky: 26.5 m. in Tenn.)		
Memp. and Charleston.	271.0	271.0	
Somerville Branch.	16.0	16.0	6,188,133
Tuscumbia Branch	2.5	2.5	
Memphis and Ohio	130.3	82.0	3,200,000
Memp. Clarks'e & L'sv.	73.0	30.0	795,364
Miss. Central and Tenn	72.9	48.1	1,023,470
Miss. and Tenn	(See Miss: 10½ m. in Tenn)		
Mobile and Ohio	(See Ala: 67.0 m. in Tenn)		
McMinnv. and Manch'r	34.2	34.2	565,459
Nashv. and Chattanoga.	151.0	151.0	3,733,492
Shelbyville Br	8.0	8.0	
Nashv. and Northw'n	172.8	0.0	1,000,000
Tenn. and Alabama	111.9	54.6	1,600,000
Western and Atlantic.	(See Ga: 13.2 m. in Tenn.)		
Winchester and Ala	24.5	15.0	300,000
Total	1,434.4	1,062.3	$27,848,141

24. KENTUCKY.

Breckenridge Coal.	8.5	8.5	$312,000
Covington and Lexing.	80.0	80.0	4,135,971
Lexing'n & Big Sandy.	138.0	17.0	694,024
Lexing'n and Danville.	35.0	13.0	824,488
Lexing'n and Frankf't.	29.0	29.0	642,701
Louisville and Frankfort	65.1	65.1	1,567,833
Louisv. and Nashville.	184.5	184.5	
Memphis Branch.	31.7	0.0	5,000,000
Lebanon Branch.	37.6	37.6	
Maysville and Lexing.	89.0	18.8	575,000
Mobile and Ohio.	See 20 m. in Ky.		
Paducah Br.	Ala. 58.5 m. in Ky.		
Port'd & Louisv. (Horse)	5.0	5.0	100,000
Total	698.4	468.5	$18,852,062

25. OHIO.

Ashtab. & New Lisbon.	84.6	0.0	$600,000
Bellefontaine and Ind.	118.2	118.2	3,008,919
Carrollton Branch	11.5	11.5	225,000
Central Ohio.	137.0	137.0	6,885,151
Cin., Hamil'n & Dayton	60.8	60.8	3,158,158
Cin., & Indianap's Junc.	(See Ind: 26 m. in Ohio.)		
Cin., Wilm. and Zanesv.	162.8	181.8	6,258,841
Cleve'd, Colum. & Cin,	135.4	135,4	4,772,526
Branches	5,8	5,8	
Clevel'd and Mahoning	85,0	67,0	1,920,953
Cleveland and Erie	96,6	96,6	3,968,646

Cleveland and Pittsb'g.	101.0	101.0	
Tuscarawas Ex ..	32.0	32.0	
Hanover Branch ..	1.5	1.5	9,320,288
Beaver Extension.	22.0	22.0	
Wheeling Exten'n.	47.0	47.0	
Cleve'd & Tol—N. Div.	109.2	109.2	
" " —S. Div.	79.4	79.4	7,276,459
Cleve'd, Zanesv. & Cin.	114.4	61.4	1,574,698
Clinton Line	55.3	0.0	1,000,000
Clinton Line Extension	94.3	0.0	1,983,000
Columbus and Indian's	103.0	103.0	3,555,000
Columbus and Xenia ..	54.6	54.6	1,769,159
Dayton & Cin. (Tunnel)	53.2	0.0	2,000,000
Dayton and Michigan.	144.0	144.0	3,746,000
Dayton and Western ..	36.6	36.6	1,035,174
Dayton, Xenia & Belpre	63.0	16.0	860,496
Eaton and Hamilton ..	45.0	45.0	1,217,859
Four Mile Valley.	34.0	0.0	340,000
Fremont and Indiana.	120.0	26.0	1,200,000
Greenville and Miami.	32.0	32.0	888,000
Indianap's and Cin...	(See Ind:	17.5 m. in Ohio.)	
Iron	47.0	13.0	201,879
Little Miami.	83.4	83.4	4,236,996
Marietta and Cin.	173.8	173.8	
Hillsboro' Branch.	21.6	21.6	10,633,213
Michigan S. & N. Ind—			
Toledo Section ..		3 m. in Ohio.	
Goshen Line	See	69 m. in Ohio.	
Det. Mon. & Tol.	Mich.	7 m. in Ohio.	
Erie & Kala'zoo.		12 m. in Ohio.	
Ohio and Mississippi ..	192.8	192.8	18,635,687
Pitts'g., Col., & Cin ..	117.0	117.0	
Cadiz Branch	8.0	8.0	4,772,951
Pitts'g. Ft. Wayne & Chi.	(See Penn.	264 m. in Ohio.)	
Pitts'g. Maysv. & Cin..	225.0	0.0	390,933
Sand'y. Dayton & Cin.	153.9	153.9	
Old Line	52.0	52.0	4,594,156
Findlay Branch ..	16.0	16.0	
Sand'y. Mansf. & New'k	116.0	116.0	
Huron Branch ...	9.0	9.0	2,141,811
Scioto and Hock'g Val.	130.0	55.6	1,103,975
Springfield & Colum's.	43.0	19.5	346,500
Sp'g'd. Mt. Ver. & Pittsb	112.0	49.8	2,205,000
Tiffin and Fort Wayne.	102.7	0.0	102,700
Tol. Wabash & Western.	243.0	243.0	10,542,000
Total	4,084.7	3,008.2	$127,949,123

26. Michigan.

Amboy, L'g & G. Trav.	192.0	0.0	$1,000,000
Bay de Noq't & Mar'te	20.5	17.3	350,000
C., Det. & Can. G. J'n.	57.0	57.0	1,140,000
Det't and Milwaukee .	188.0	188.0	9,008,369
Det., Monroe & Toledo	51.5	51.4	1,202,821
Flint & P. Marquette.	173.0	26.0	400,000
Gr'd Rapids and Ind'a.	183.0	0.0	500,000
Iron M'ntain (N. Mich.)	25.0	25.0	600,000
Michigan Central	284.0	284.0	12,847,238
Mich. South. & N. Ind.	246.0	246.0	
Constantine Br'h.	4.0	4.0	
Old Goshen Br'ch.	10.0	10.0	
Michigan City Br.	14.0	14.0	
St. Jos'h's Val. L'e	8.0	8.0	16,125,798
Jackson Branch ..	42.0	42.0	
Goshen Air Line .	120.0	120.0	
Toledo Section ...	3.0	3.0	
O. S. of D., M. & T.	7.0	7.0	
Erie and Kal'zoo.	30.0	30.0	
Port Huron & Milw'kee	89.8	0.0	898,000
Total	1,747.8	1,132.8	$44,072,226

27. Indiana.

Chicago & Cincinnati .	104.0	0.0	$104,000
Cincinnati & Chicago.	108.0	108.0	2,480,433
Cin., Peru & Chicago.	102.0	29.0	1,000,000
Cin. & Indianapol. Junc.	99.1	37.0	1,200,000
Evansv. & Crawfordsv.	109.0	109.0	2,233,413
Evansv., Ind'pol. & Clev.	155.0	0.0	119,431
Indiana Central	72.4	72.4	1,910,361
Indiana & Ill. Central.	70.0	0.0	70,000
Indianapolis & Cincin.	89.8	89.8	
Cincinnati Extens.	20.2	20.2	3,304,838
Ind., Pittsb. and Clev.	84.0	84.0	1,909,033
Jeffersonville	78.0	78.0	1,839,576
Joliet and N'rn Indiana,	(See Ill.,	15 m. in Ind.)	
Knightst'n & Shelbyv..	27.0	27.0	188,000
Lafayette & Indianap.	64.0	64.0	1,856,287
Louisv., N. Alb. & Salem,	288.0	288.0	6,000,000
Madison and Indianap.	86.0	86.0	
Martinsville Br...	26.0	26.0	2,984,516
Shelbyville Br. ..	23.0	23.0	
Michigan Central,	(See Mich.,	42 m. in Ind.	
Michigan S. and N. Indiana	See Mich.	101 m. in Ind.	
Michigan City Branch.		14 do.	
Goshen Branch		10 do.	
Goshen Air Line		51 do.	
Ohio and Mississippi,	(See Ohio	172 m. in Ind.)	
Peru and Indianapolis,	74.0	74.0	2,000,000
Pittsb., Ft. W. & Chicago,	(See Penn.,	144 m. in Ind.	
Rushville and Shelbyv.	20.0	20.0	320,000
Shelbyville Lateral ...	16.0	16.0	160,000
Terre Haute & Richm.	73.0	73.0	1,611,450
Toledo, Log. and Burl.	47.0	0.0	500,000
Toledo, Wabash & W'n,	(See Ohio,	172 m. in Ind.)	
Union Track (Indi'n'p.)	3.5	3.5	265,033
Total	1,839.0	1,327.9	$31,656,871

28. Illinois.

Chicago, Alton & St. L.	220.0	220.0	$10,000,000
Chic., Burl. & Quincy,	138.0	138.0	7,468,925
Chicago and Milw'kee	45.0	45.0	1,884,844
Chicago and Rock Isl.	181.8	181.8	6,776,119
Chic. & N.-Western ..	196.0	196.0	13,330,000
Fox River Valley	33.2	33.2	580,000
Galena & Chic. Union.	121.0	121.0	
Fulton & Iowa L.	105.5	105.5	
Beloit Branch	21.0	21.0	9,339,390
Elgin Branch	1.5	1.5	
St. Charles Branch	10.5	10.5	
Great Western	175.0	175.0	5,022,926
Illinois Central	308.4	308.4	
Chicago Branch ..	252.5	252.5	23,726,240
Galena Branch ...	146.4	146.4	
Illinois Coal	4.0	4.9	100,000
Ill. and Indiana Central	74.5	0.0	74,500
Illinois River	81.5	20.0	400,000
Jacksonv., Alt. & St. L.	65.0	0.0	650,000
Joliet and Chicago ...	35.0	35.0	750,000
Joliet and N'n Indiana	45.0	45.0	1,300,000
Kenosha and Rockford,	(See Wisc.,	42 m. in Ill.)	
Michigan Central,	(See Michigan,	15 m. in Ill.)	
Mich. S. & N. Indiana,	(See Mich.,	12 m. in Ill.)	
Mound City	3.0	3.0	60,000
Ohio and Mississippi ..	148.0	148.0	4,870,686
Peoria & Bureau Valley	46.6	46.6	2,106,000
Peoria and Hannibal ..	129.0	0.0	600,000
Peoria and Oquawka .	94.0	94.0	
Eastern Extension	92.0	92.0	5,400,000
Pittsb., Ft. W. & Chicago,	(See Pa.,	13 m. in Ill.)	
Quincy and Chicago ..	100.0	100.0	1,978,555
Quincy and Eastern ..	43.0	0.0	43,000
Racine and Mississippi,	(See Wisc.,	35 m. in Ill.)	
Rock Island Bridge ..	1.0	1.0	260,000
St. Louis, Alton and Rock Island.	120.0	0.0	720,000
Sterling and Rock Isl..	52.0	0.0	500,000
Terre Haute, A. & R. I.	168.5	168.5	
St. Louis Branch .	25.0	25.0	8,865,252
Belleville Division,	14.8	14.8	
Tonica & Petersburg .	120.0	0.0	500,000
Warsaw and Peoria...	83.0	0.0	415,000
Total	3,500.7	2,752.7	$107,720,937

29. Wisconsin.

Beloit and Madison...	58.0	17.3	$350,000
Chicago & N.-Western,	(See Ill.	127 m. in Wisc.)	
Kenosha and Rockford	71.0	71.0	2,100,000
Manitowoc & Mississ. .	220.0	7.5	460,000
Milwaukee and Beloit,	43.5	0.0	435,000
Milw. and Chicago ...	40.0	40.0	1,830,073
Milw. and Horicon ...	69.8	42.0	909,757
Milw. and Minnesota .	199.8	199.8	22,282,653
Milw. and Mississippi,	191.9	191.9	
Janesville Branch	8.7	8.7	8,506,545
Southern Line ...	33.8	33.8	
Milw. and Superior...	380.0	18.0	460,000
Milw., Watert'n & Bar.	135.0	50.0	1,500,000
Mineral Point	32.0	32.0	1,000,000
Racine & Mississippi .	139.8	104.0	3,802,016
St. Croix & L. Superior,	242.0	0.0	.....
Sheboygan & Mississ.	260.0	0.0	.....
Watert'n and Madison,	34.0	0.0	340,000
Wisconsin Central	65.0	10.0	600,000
Total	2,224.3	826.0	$44,576,044

30. Minnesota.

Minneapolis & Ced. V.	112.5	0.0	$.....
Minnesota & Pacific ..	220.0	0.0	.....
Pembina Line	400.0	0.0	.....
Minnesota Transit	200.0	0.0	.....
Minnesota Southern ..	175.0	0.0	.....
Root River Valley	60.0	0.0	.....
Total	1,167.5	0.0	$1,000,000

31. Iowa.

Burlington & Missouri.	276.5	75.5	$1,514,257
Chicago, Iowa & Nebr.	86.0	86.0	1,860,251
Dubuque and Pacific ..	319.5	57.0	
Tete des Morts Br.	10.0	0.0	2,267,313
Dubuque South-West'n	35.0	0.0	$350,000
Iowa Central Air Line.	438.0	0.0	.....
Keok., F. d. Moin. & Min.	139.8	45.0	1,120,375
Keok., Mt. Pl. & Muscat.	68.5	11.2	777,279
Mississippi & Missouri.	312.0	55.0	
Muscatine Branch,	12.6	12.6	4,198,000
Muscat. and Oskaloosa	95.4	40.0	1,000,000
Muscatine and Tipton.	13.0	13.0	260,000
Total	1,806.8	395.3	$13,347,475

32. California.

California Central	41.8	0.0	$400,000
California Northern...	186.0	0.0	.....
Sacramento Valley ...	22.5	22.5	1,547,100
S. Francisco & Sacram.	58.5	0.0	500,000
Total	308.8	22.5	$2,447,100

Southern Railroad.

We understand that the Southern Railroad Company, as heretofore, has, with the strictest punctuality, made provision to pay the semi-annual interest instalment of $42,000, due at the Bank of America, New York, on the first of January; also to pay $8,000 interest instalment on their income bonds due at the same time. The $42,000 is the sixth annual interest instalment which has been punctually met by this company.

The first instalment of the bonded debt of the company of fifty thousand dollars, given to the Girard Bank on account of the purchase of the Vicksburg and Jackson Railroad, is likewise due on the first of January next, for which, we learn, the company has also provided.

With regard to the completion of the road, its prospects were never brighter. The entire work, including track-laying to Meridian, is put out to the most responsible and reliable contractors, who have obligated themselves to complete their several contracts by the first of October, 1860. The last three thousand tons of iron which the road requires has been purchased for cash in England, and will be delivered in a few months, partly in New Orleans and partly in Mobile, so that track-laying will proceed west from Meridian as well as east from Morton. Under the skilful and efficient management of Wm. M. Wadley, the distinguished Chief Engineer and General Superintendent of the Company, coupled with the foresight, wisdom and energy of its able President, Wm. C. Smedes, Esq., the early completion of this road to its intersection at Meridian with the Mobile and Ohio Railroad, is no longer problematical. It will not only be speedily and substantially built, but will soon take rank in point of respectability, utility and emolument, with the first-class roads of the South.—*Vicksburg Whig.*

Railroads in Texas.

We learn that the New Orleans and Texas road has twenty-five or thirty miles graded, and has already received iron for twenty-seven miles, including a cargo from Cardiff, Wales, recently. We are informed that 4,000 tons in addition, are being shipped. The Central road is daily expecting iron for the first part of the fourth section. The importance of pushing this road more rapidly forward, is deeply felt by the people as well as by the company, and we are assured no stone will be left unturned to secure the object. We observe that a bill is now before the Legislature to charter a new road from Cypress City to the heart of Eastern Texas, to be called the Houston, Trinity and Eastern Texas road.—*Houston Telegraph.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sideings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	....
31 May '58	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,284,468	99.2	.....	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	..	..	....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	.....	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	296.8	—	—	—	*North East and South West*	728,000	*	—	105,760	—	—	—	—	—	—	—	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	—	—	—	—	—	—	—	—	—	—	—	—	....
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	563,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '58	22.5	—	....	41.8	....	....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	185,108	102,726	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	11	19	212	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	....	—	7	15	178	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	..	..	....	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	..	..	....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	5	5	167	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	172,369	70,487	5	....
30 Nov. '58	66.0	—	....	—	29	72	368	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '58	62.2	—	63.8	—	29	72	368	New York and New Haven	4,593,698	661,547	—	3,000,000	2,219,002	79,722	5,582,071	74.0	432,024	932,550	231,560	3	....
31 Mar. '58	59.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	....	....	.....	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	....
30 Apr. '58	—	—	....	45.1	....	....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	20.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	.....	—	—	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	.....	—	—	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	—	.....	—	31.0	.....	—	—	—	....
30 Nov. '58	191.0	—	....	—	52	28	633	Central of Georgia	3,750,000	*	550,152	3,750,000	199,851	—	5,645,001	229.0	714,787	1,353,722	755,615	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
31 July '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	5,073	1,438,800	52,500	—	1,851,721	102.5	.....	325,192	163,124	7½	105
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	—	147.2	171,758	547,876	337,769	—	....
30 Sep. '58	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	852,139	457,916	—	....
								ILLINOIS.													
-- --	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	—	—	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	....
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	185,284	—	....
-- -- '58	138.0	—	....	75.0	....	....	.....	Chicago and Northwestern	—	—	—	4,250,000	6,350,000	2,500,000	13,350,000	138.0	.....	—	—	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	62½
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	—	580,000	.....	—	84.0	.....	—	—	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	64½
-- -- '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	—	—	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	58
-- -- --	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	....
-- -- --	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	—	148.0	.....	—	—	—	....
-- -- --	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	.....	—	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	.....	—	—	—	—	—	—	....
-- -- '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	—	186.0	.....	—	—	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	....	....	.....	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic.	& R. Is.	—	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	49
31 Dec. '58	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	—	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '58	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,555	1,376,450	235,000	—	1,846,990	73.0	254,742	380,274	186,448	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
-- -- '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	—	86.0	.....	.....	.....	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	.....	57,396	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	.....	—	—	—	....
								KENTUCKY.													
31 Oct. '58	80.0	—	....	—	....	....	.....	Covington and Lexington	3,730,998	404,973	.....	1,385,850	2,930,000	189,192	.....	111.8	.....	426,408	220,906	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	.....	sold, 1859,	for $28,000.	.....	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	99.0	37.5	....	85.0	10	9	135	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,182	4,890,700	60.0	.....	168,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	.....	—	—	—	....
... ...	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	.....	—	—	—	....
31 Dec. '58	80.0	—	....	178.0	—	—	—	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205 0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	109,240	145,074	70,746	—	.....
31 Dec. '58	.....	.....	.....	23.0	...	...	...	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	91
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	23.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '58	279.6	7.2	.....	—	228	87	3,489	Baltimore and Ohio	20,019,286	3,538,360	2,981,982	13,111,500	10,668,645	412,483	29,400,161	286.8	3,626,805	3,856,485	1,325,280	—	70½
30 Sep. '58	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	469,423	266,969	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,081,557	154.5	606,482	810,604	364,649	—	17½
								MASSACHUSETTS.													
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*	—	600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	28.8	1.8	43.6	—	20	26	544	Boston and Lowell	2,239,253	183,345	—	1,830,760	440,000	21,965	2,619,210	28.6	274,655	407,399	166,109	6	97½
31 May, '59	74.3	7.4	50.8	—	30	39	540	Boston and Maine	3,847,004	368,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,657	7½	103½
31 Dec. '57	74.5	—	2.1	—	...	...	...	Boston and New York Central	3,622,203	69,941	—	2,241,000	374,550	1,299,039	3,923,319	74.5	.....	88,483	7,052	—	.....
30 Nov. '58	43.5	12.0	22.8	—	22	27	200	Boston and Providence	3,333,807	191,175	—	3,160,000	195,220	.....	3,862,710	55.5	292,649	527,764	259,176	6	102
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	437,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,270	6	103½
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	144,600	114,417	.....	47.2	78,282	106,846	49,483	—	.....
30 Nov. '58	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558	20,000	1,591,100	223,000	28,000	.....	75.4	158,815	238,390	90,877	2	69
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,134,475	456,523	262,102	2,853,400	2,105,500	172,218	5,128,719	100.5	373,641	663,135	319,526	—	56¾
30 Nov. '58	19.9	1.3	2.8	—	...	...	...	Essex	742,592	4,416	—	299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,295	—	4¾
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	250,149	—	3,540,000	.....	131,453	3,863,710	67.7	303,392	572,967	278,855	6	98
30 Nov. '58	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	293,658	40,226	—	210,000	64,200	65,735	.....	26.0	35,557	35,476	12,849	6	.....
30 Nov. '58	9.0	—	9.0	—	...	...	...	Grand Junction (Boston)	.....	.....	—	.....	.....	.....	.....	9.0	.....	.....	.....	—	.....
30 Nov. '58	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	598,299	.....	—	292,651	200,000	105,649	.....	ope	r. by N.	H. & N'h	23,294	—	.....
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	.....	12.4	22,455	42,784	18,540	3	.....
31 Dec. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684	—	600,000	.....	.....	.....	14.6	123,395	180,085	71,505	8	105
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906	—	500,000	.....	12,600	.....	21.5	52,220	137,914	28,968	—	.....
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,086	59,096	—	220,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	.....
30 Nov. '58	8.6	—	0.4	23.4	...	...	...	N. York and Boston Air Line	416,133	.....	—	223,176	673,210	4,643	.....	8.6	18,093	16,606	1,647	—	.....
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	161,500	30,935	3,743,970	87.3	365,197	551,399	257,060	6	104
30 Nov. '58	18.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	ope	r. by We	stern.	27,000	6	.....
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,534,911	254,565	—	1,550,000	300,000	46,500	1,897,369	43.4	199,895	270,402	110,244	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543	—	243,305	226,900	.....	.....	16.9	29,822	50,856	.....	—	.....
30 Nov. '58	21.9	—	.....	—	...	...	...	Stockbridge and Pittsfield	444,600	4,100	—	448,700	.....	.....	450,000	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '58	7.1	—	.....	35.5	...	...	...	Troy and Greenfield	329,741	.....	—	288,428	169,000	9,854	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343	—	2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	11
30 Nov. '58	173.4	—	94.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,713	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,700,293	809,363	8	107
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961	—	1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5¼	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	...	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,006,369	188.0	.....	365,038	144,270	—	.....
-- -- --	.....	—	.....	—	...	...	...	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	.....	—	.....	188.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	38
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	6½
-- -- --	.....	—	.....	89.8	...	...	...	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	320.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	375,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	283,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	69.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
1 July '58	171.0	—	.....	36.0	...	...	...	*Hannibal and St. Joseph*	8,164,559	330,422	—	1,664,773	6,830,500	37,500	8,533,228	171.0	.....	.....	.....	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	...	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	.....	—	.....	.....	...	...	...	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	...	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	.....	...	...	...	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	606,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	20,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,506	34.5	334,532	459,659	128,366	8	50½
11 Sep. '58	46.8	—	.....	—	...	...	...	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	.....
31 Mar. '59	14.6	—	.....	—	...	...	...	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	...	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	56½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,980	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	...	Manchester and Lawrence	1,000,000	.....	—	363,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	81½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	45½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	...	...	...	Belvidere Delaware	3,173,285	*	—	1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,787,970	*	—	656,685	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,985	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,991	64.0	488,871	870,954	520,672	10	.....
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....	—	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	282,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	...	...	...	New Jersey	3,225,532	313,295	—	3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	125
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	13.5	—	.....	—	...	...	...	Paterson and Hudson	630,000	.....	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	...	...	...	Paterson and Ramapo	350,000	.....	—	248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	...	...	...	Warren	1,568,713	*	—	968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	5¼	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	—	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	—	—	ope	r. by W	estern.	—	6	—
30 Sep. '58	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	304,648	662,500	52,570	—	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	16,530	23,564	9,204	5	—
30 Sep. '58	142.0	78.0	13.6	—	26	32	353	Buffalo, New York and Erie	2,975,325	*	—	680,000	2,490,593	164,938	—	220.0	355,480	429,754	128,122	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	—	87.8	366,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	—	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	—	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	—	—	—	—	—	—	—	ope	r. by Re	ceivers.	—	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	—	ope	r. b. B. N.	Y. & E.	—	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	49,519	58,207	10,840	6	—
30 Sep. '58	144.0	—	106.5	—	57	107	537	Hudson River	10,146,617	1,182,372	—	3,758,466	8,842,000	455,003	—	150.0	700,224	1,626,412	594,639	—	41½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
31 Mar. '59	84.0	2.5	....	8.5	19	34	185	Long Island	2,211,650	364,611	1,000	1,852,715	639,497	144,566	—	101.5	213,414	334,038	111,531	—	11½
30 Sep. '58	297.8	258.1	313.8	—	218	258	2,869	New York Central	25,475,490	5,257,077	8,193,000	24,182,400	14,402,635	43,079	40,633,635	565.9	3,669,194	6,528,412	3,041,120	8	75
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	29,909,749	4,148,885	973,083	11,000,000	26,371,511	1,707,575	39,079,086	495.0	3,000,369	5,151,616	1,086,575	—	8½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	8½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	—	1,494,000	—	—	121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	660,919	100,462	—	396,340	197,000	16,415	—	35.9	68,845	115,990	61,347	8	—
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottedam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	—	75.4	98,686	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	—	46.2	89,380	208,223	33,946	3	—
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	—	18.4	32,980	37,280	18,590	2	—
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	—	—	ope	r. by Ren	s. & Sar.	30,150	2½	—
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	—	54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	—	—	—	—	—	—	—
30 Jun. '59	11.0	—	—	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	—	81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	—	27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,000,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,880	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '58	137.0	—	....	—	41	39	508	Central Ohio	5,578,518	806,633	106,133	1,627,906	3,869,300	1,252,440	6,894,557	141.0	—	570,092	164,697	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,643,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	58
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.9	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	95
31 Dec. '58	67.0	—	....	18.0	—	—	—	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	—	237,106	142,855	—	—
31 Dec. '58	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,338,114	620,532	523,000	3,000,000	1,367,000	119,812	4,858,932	96.6	402,935	1,251,537	596,948	15	—
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	6½
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	19½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	* *	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	80
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	68,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	80
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	107,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	208	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	—
								PENNSYLVANIA.													
-- -- '58	44.0	—	....	136.2	—	—	—	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	—	85,000	45,000	—	—
-- -- '58	21.3	29.0	....	—	—	—	—	Beaver Meadow	1,542,950	*	—	1,650,000	2,000	—	—	50.3	—	—	—	10	—
31 Aug. '57	63.5	—	....	—	—	—	—	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	1,970,000	403,152	4,073,152	63.5	—	219,253	52,450	—	—
30 Sep. '59	52.5	—	....	—	11	—	—	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
-- -- --	54.0	—	....	—	—	—	—	Dauphin and Susquehanna	—	—	—	—	—	—	—	54.0	—	—	—	—	—
31 Dec. '59	110.8	2.3	....	—	71	17	3,366	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,600	—	53
-- -- '59	36.5	—	....	—	—	—	—	East Pennsylvania	—	—	—	—	—	—	—	36.3	—	—	—	—	—
-- -- '58	19.6	—	....	—	—	—	—	Erie and Northeast	750,000	*	—	600,000	100,000	—	750,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '58	36.9	19.0	....	—	—	—	—	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	—	1,881,697	55.9	—	423,561	166,862	8	54
31 Dec. '58	35.0	—	....	41.3	—	—	—	Hempfield	1,388,168	*	—	—	—	—	—	35.0	—	—	—	—	—
-- -- '58	30.5	10.3	....	—	—	—	—	Huntingdon and Broad Top	1,181,997	*	—	—	—	—	—	40.8	—	—	—	—	—
30 Sep. '57	68.0	—	....	—	—	—	—	Lackawanna and Bloomsburg	—	—	—	—	—	—	—	68.0	—	—	—	—	—
30 Nov. '58	45.7	—	....	20.2	15	6	882	Lehigh Valley	3,276,523	*	—	1,788,000	1,500,000	800,000	—	45.7	—	441,187	268,724	6	—
30 Nov. '58	28.0	10.0	....	—	—	—	—	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	—	—	38.0	—	353,101	255,930	9	—
-- -- --	8.0	21.0	....	—	—	—	—	Mauch Chunk and Summit H.	—	—	—	—	—	—	—	—	—	—	—	—	—
-- -- --	13.0	74.0	....	—	—	—	—	Mine Hill and Schuylk. Haven	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	55.6	10.1	....	—	16	14	513	North Pennsylvania	4,987,321	353,516	—	3,086,710	2,714,500	391,606	6,197,816	55.7	—	296,894	102,071	—	36½
31 Dec. '58	330.0	56.0	300.0	—	209	99	2,345	Pennsylvania	21,853,949	2,828,529	2,316,060	13,240,225	16,094,451	798,213	30,168,987	386.0	—	5,185,330	2,163,446	6	73½
31 Dec. '58	19.7	—	....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061	—	—	—	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	..	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,300	104,720	1,742,333	24.0	—	288,657	157,194	10	—
30 Nov. '58	147.4	4.0	....	—	142	58	5,638	Philadelphia and Reading	19,390,868	2,121,019	20,180	11,737,041	12,195,950	111,314	24,044,305	197.4	—	2,510,751	1,310,962	3½	42½
-- -- '58	33.0	—	....	—	—	—	—	Philadelphia and Sunbury	1,348,812	*	—	600,000	1,200,000	—	—	33.0	—	89,535	53,336	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. & Amboy		7	
30 Nov. '58	98.0	6.0			31	60	487	Phila., Wilmington and Balt.	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0		1,096,847	344,152	5	
31 Oct. '57	48.0			80.0				Pittsburg and Connellsville	2,285,806	*		1,031,173	1,100,000	513,403	2,644,756	48.0		45,586	4,318		
.. .. '59	10.3			127.5				Pittsburg and Erie								10.3					
31 Dec. '58	467.0				94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,190	6,260,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658		
30 Sep. '57	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000								
.. .. ..	25.0							Schuylkill Valley								25.0					
1 Jan. '59	40.2			230.9				Sunbury and Erie	5,517,841	37,933		3,903,843	527,000	309,591	8,876,132	40.3					
.. .. '58	29.7							Tioga	1,093,263	*											
31 Mar. '59	78.0							Williamsport and Elmira	3,650,682	380,847		1,500,000	2,361,973	161,272	4,143,920			191,970	96,308		1
								RHODE ISLAND.													
31 Aug. '58	50.0		2.0		9	13	84	N. Y., Providence and Boston	2,158,000	*		1,508,000	306,500		2,158,000	50.0	147,231	208,439	96,571	5	
30 Nov. '58	13.6		0.5			3	5	Providence, Warren & Bristol	434,698	1,588		287,917	109,937	36,139		13.6	23,514	23,005	1,278		
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,589			1,916,515	217,577		2,134,092	13.2					
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
.. .. '58	40.3							Cheraw and Darlington	600,000	*		400,000	200,000			49.3					
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5		341,190	126,871		
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5				5	
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,527		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '58	136.0	106.0			62	59	790	South Carolina	6,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0		1,501,008	820,511	7	
31 July '58	25.1			41.9				Spartanburg and Union								25.1					
								TENNESSEE.													
.. .. '58	30.0							Cleveland and Chattanooga	867,210												
.. .. '58	46.7							Edgefield and Kentucky													
30 Jun. '58	110.8							East Tennessee and Georgia	3,376,943	*		1,289,155	1,910,688	278,319	3,501,197	110.8		264,959	156,195		
30 Jun. '58	130.3				10	13	95	East Tennessee and Virginia	2,529,418	117,512		629,800	1,968,950	406,659	3,041,940	130.3		191,198	96'231		
30 Jun. '58	271.0	28.0						Memphis and Charleston	5,276,573	699,776	109,066	2,258,115	2,594,000	837,992	6,354,752	299.0		1,330,812	778,036		
.. .. '59	82.0			48.3				Memphis and Ohio	3,200,000	*						82.0					
30 Jun. '59				73.0				Memphis, Clarkesv. & Louisv.	195,364												
30 Apr. '59	48.1			24.8	4	3	48	Mississippi Central and Tenn.	1,023,470	*		309,562	624,500	118,659	1,052,721	48.1			43,436		
30 Nov. '58	34.2				2	3	21	McMinnville and Manchester	565,459	*		140,097	408,000		565,459	34.2	run by	Nash. &	Chatta.		
30 Nov. '58	151.0	8.0			38	20	328	Nashville and Chattanooga	3,733,472	*	160,000	2,262,405	1,674,000	85,944	4,121,557	193.2		641,552	279,267	3	
.. .. '58				172.8				Nashville and Northwestern	1,000,000												
30 Jun. '58	43.6			68.3				Tennessee and Alabama	935,697	*		309,754	626,889	83,037		43.6		55,775	29,405		
.. .. '59	15.0			9.5				Winchester and Alabama							operated	by	Nash. &	Chatt.			
								TEXAS, (*all aided by State*).													
.. .. '58	32.0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
.. .. '58	56.0			184.0				Galvest., Houst. & Henderson								56.0					
.. .. '59	43.0			31.0				Houston and Brazoria								43.0					
1 May '58	50.0			306.0	2	3	67	Houston and Texas Central	1,132,747	*		1,270,123	335,000	128,205	1,691,443	35.0		76,958			
.. .. '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
.. .. '59	28.0			756.0				Southern Pacific								28.0					
								VERMONT.													
31 Aug. '58	90.7			19.6	7	7	181	Connect. & Passumpsic Rivers	2,345,724	185,421		1,200,000	800,000			90.7	95,256	171,625	67,853		
31 Aug. '59	119.9		13.0		26	18	505	Rutland and Burlington	3,989,708	556,275	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561		
31 Aug. '58	62.0		3.4		10	6	201	Rutland and Washington	1,771,683	*		950,000			1,780,683	62.0	154,997	174,429	1,566		
31 Aug. '58	122.0		20.0		42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	169.0	569,323	995,507	298,614		
31 Aug. '58	47.0							Vermont and Canada	1,380,695			1,350,000			1,380,695	ope	r. by Vt.	Central			40
31 Aug. '58	23.7		0.7		4	4	52	Vermont Valley	1,212,274	89,612		515,664	793,200		1,308,864	23.7	47,324	43,998	10,493		
31 Aug. '58	54.0	10.5						Western Vermont	1,083,500	*		332,000	700,000		1,083,500	ope	r.b.Troy	& Bost.	55,858		
								VIRGINIA.													
31 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '58	76.8			63.5	9	8	216	Manassas Gap	3,262,990	209,901		3,038,500	418,000	292,966	3,939,729	75.8		125,599	65,554		
31 Mar. '58	79 .2							Norfolk and Petersburg	1,696,907	64,027	10,500	1,346,876	456,893		1,803,769	79.2					
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345.427	248,004	loss		
30 Sep. '58	112.5	9.1	4.5	36.0	12	10	101	Orange and Alexandria	4,339,375	*		1,899,329	1,480,500	371,590	5,134,475	97.6	150,538	258,875	151,872		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
31 Dec. '58	59.2	21.3			14	17	131	Petersburg and Roanoke	988,791	192,940		883,200	127,427	34,344	1,313,057	80.5		310,988	186,085	5	
30 Sep. '58	140.5	1.8			23	18	370	Richmond and Danville	3,588,653	*		1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192		65
31 Mar. '58	75.1							Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1		269,126	145,656	7	70
30 Apr. '59	22.2	2.7			10	16	192	Richmond and Petersburg	1,087,949	*		836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	33.3			14.3	2	1	13	Richmond and York River	488,190	22,810		657,812	85,000		742,812	24.0					
31 Aug. '58	80.0				10	11	169	Seaboard and Roanoke	1,360,968	*	33,700	644,000	473,940	59,776	1,449,037	80.0		240,817	105,728		
30 Sep. '59	178.0	17.0		10.0	27	20	280	Virginia Central	4,835,729	527,181		3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,096	4	80
31 Aug. '59	204.2	10.7			36	12	385	Virginia and Tennessee	5,571,716	771,086		3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759		
30 Sep. '57	32.3							Winchester and Potomac	573,998	*		300,000	120,000	18,592	573,998	32.3		69,009	10,815		
								WISCONSIN.													
.. .. '59	55.0			16.0				Kenosha and Rockford								28.0					
25 Mar. '59	199.8							*Milwaukee and Minnesota*				10,872,000	10,414,066	996,587	22,282,653	199.8		492,454			
31 Dec. '58	40.0				5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,385	1,908,555	40.0	74,243	159,456	82,182		
.. .. '57	42.0			27.8				Milwaukee and Horicon	919,757	*		1,101,200				42.0	10 mos.	60,066			
31 Dec. '58	191.9	42.5	28.3		43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100		3,096,693	4,047,000	762,852	8,506,545	234.4		883,186	439,943		2
.. .. '57	50.0			85.0				Milw., Watertown & Baraboo	514,238			345,861	132,000			50.0		121,401			
1 Jan. '58	104.0			38.8				Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	86.0		213,964	31,045		
.. .. '58	10.0			55.0				Wisconsin Central	600,000						operated	by	Fox Riv	er Vall.			
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5				26	24	341	Buffalo and Lake Huron	2,884,887	740,870		3,715,762	187,366	107,067	4,010,195	158.5	363,213				
.. .. '59	81.0				16	17	214	Montreal and Champlain								81.0	166,245				
.. .. '59	37.0	11.0		72.0	2	2	17	Brockville and Ottawa								48.0					12
30 Sep. '58	624.0	137.0		78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133		46,954,261	761.0	2,049,997	1,069,219	4,000	6	36
.. .. '59	229.0	128.0			97	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849			357.0	1,380,900			3	
.. .. '59	24.0				2	2	52	London and Port Stanley								24.0	37,081				
.. .. '59	95.0	1.6			17	20	337	Northern (O. S. & H.)								96.6	254,530				
.. .. '59	54.0				5	8	118	Ottawa and Prescott								54.0	69,222				
.. .. '59	25.0				4		57	Welland								25.0					
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9		79.3				European & North American	2,100,356	*						29.9					
.. .. '59	60.0							New Brunswick and Canada	988,746	*		868,493		70,253	988,746	60,0					
								NOVA SCOTIA.													
.. .. '59	61.5			60.1				Nova Scotia								61.5					
								NEW GRANADA.													
31 Dec. '58	48.7							Panama	8,000,000	*		4,967,000	3,033,000		8,000,000	48.7		1,898,932	1,448,622	12	127

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupons	2,500,000	6	1885	----
" "	700,000	6	1880	84
" "	1,128,500	6	1875	86
" "	1,000,000	6	1868	----
Balt. City Loan	4,886,811	6	------	----
Bellefontaine and Indiana :				
1st Mortgage convertible	791,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	500,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	----
Mort. (chgd from Steri'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mort. (due 1859 to 1863)	158,767	7	var.	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	----
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	---	1885	----
4th Mortgage (S. F.)	1,339,250	---	1876	----
Income (1858, '59 and '60)	1,238,200	---	var.	----
Income (iss. to Muskingum Co.	100,000	---	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	83
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1861	----
Special (Sunbury and Erie)	500,000	---	------	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	57
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	----
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	70
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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------	------	---	------	----
***Columbus, Piqua and Indiana :**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River :				
Mortgage (due 1859, 60, '62, '63)	210,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan :				
------	------	---	------	----
------	------	---	------	----
Dayton and Western :				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	89
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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------	------	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	93
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan	3,000,000	6	------	----
Land	3,509,500	7	------	59½
Income (convertible)	310,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	93
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	1869	105
2d Mortgage	2,000,000	7	1860	99
3d Mortgage	3,000,000	7	1867	----
Illinois Central :				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	85
Construction	4,115,000	6	1875	95
Free Land	3,000,000	7	1860	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland :				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Guarantied by Cincinnati	100,000	6	------	----
Income	400,000	10	------	----
Income	210,000	6	------	----
Kent'ky Centr. (Lex. and Danv.) :				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	60,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,000	†		
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,786,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		83
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,496,000	7	1868	
2d Mortgage	2,000,000			
3d Mortgage	1,500,000			
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1890	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		93
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	40
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
*N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F. and Land)	2,000,000	7		
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	
Premium Consolidated Stock	8,000,000	6	1883	90½
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	95
2d Mortgage	2,000,000	7	1859	92
3d Mortgage (convertible)	6,000,000	7	1871	
4th Mortgage (convertible)	3,715,000	7	1880	49
5th Mortgage	1,253,500	7	1883	79
Unsecured (convertible)	3,423,000	7	1871	28
Unsecured (convertible)	3,001,000	7	1862	24
Sinking Fund	3,925,500	7	1875	24
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	965,000	6	1866	91½
1st Mortgage	929,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			87
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	612,500	6		76
2d Mortgage	1,587,500	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	£750,000		1859	
1st Mortgage Sterling	1,250,000		1865	99
2d Mortgage Sterling	1,000,000		1872	
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
For Canals, etc.	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	6	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91
Mortgage	1,572,800	6	1860	91
Mortgage (convertible)	886,000	6	1860	91
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	78
Mortgage (convertible)	3,586,500	6	1886	
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	660,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1883	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1900	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1909	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	425,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and C'incinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	-------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	-------	----
Southern Mississippi:				
1st Mortgage	500,000	---	-------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	-------	----
2d Mortgage	450,000	---	-------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	-------	----
2d Mortgage	900,000	---	-------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	-------	----
2d Mortgage	1,535,000	7†	-------	----
3d Mortgage (Income)	1,000,000	10†	-------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	-------	----
St. Louis City Subscription	500,000	---	-------	----
St. Louis County Subscription	1,000,000	---	-------	----
Carondelet Subscription	50,000	---	-------	----
Sunbury and Erie:				
Mortgage	1,000,000	7	-------	----
Mortgage	7,000,000	5	-------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	55
2d Mortgage (convertible)	2,000,000	7†	'68–'70	----
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	-------	----
Mortgage	46,000	---	-------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	235,000	7	-------	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	-------	17
2d Mortgage	----------	---	-------	----
Virginia Central:				
State (Va.) Subscription	1,869,595	---	-------	85
Mort., guarantied by State of Va.	100,000	---	1880	82½
Mortgage	206,000	---	1872	----
Mortgage, (coupons)	941,000	---	1884	----
Dividend, due 1865, '66 and '75	238,346	---	var.	----
Income (1859 to 1863)	161,859	---	var.	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (due by instalments)	688,500	7	var.	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	†	-------	----
2d Mortgage	700,000	†	-------	----
Chattel Mortgage	495,000	†	-------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	-------	----
2d Mortgage	1,000,000	---	-------	----
Income	177,000	---	-------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	-------	----
Sterling, issued in 1858	144,500	---	-------	----
Company's, endorsed by State	203,500	---	-------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	393,000	†	-------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, January 7, 1860.

The Lake Shore Difficulty.

Great complaint has been made by the Erie Railroad Company, among others, at the imposition of an extraordinary tax or toll by the Erie and Northeast Railroad, upon all tonnage passing over it. The Erie *Dispatch* says that this tax was imposed to reimburse the road for moneys spent in maintaining the line during the Erie war, some two or three months since. The Erie road gave notice to its customers and to its Western connections that it would protest the bills of lading of all property consigned to it against this tax, and the road paid the Erie and Northeast road its toll, but under protect. Mr. Dean Richmond of the New York Central is charged at being at the bottom of this matter which is producing a great deal of irritation, and may tend to hasten the construction of another route from Erie, east.

Central Railroad and Banking Company of Georgia.

The report of this company for the fiscal year, ending November 30, 1859, gives the following statement of the operations of their road during that time. The earnings were:

Up freight (westward)		$588,116 55
Down freight (eastward)		677,401 50
Total from freight		$1,265,518 05
Through passengers	$97,704 44	
Way "	179,444 87	
Gordon, Milledgeville and Eatonton Railroad	20,438 17	
		297,587 48
U. S. Mails		32,625 01
Passenger train and express freight.		38,217 30
Total earnings		$1,633,947 84

The ordinary expenses for same time were:

Transp'tation expenses.	$187,651 91	
Maintenance of motive power	156,065 75	
Do. cars	92,199 64	
Damage	8,278 71	
Repairs of road, bridges, buildings, etc.	243,319 07	
Incidental expenses	19,701 55	
	$707,216 63	
Extraordinary expenses, viz:		
New buildings, Macon and Savannah	51,693 04	
Do. bridges and culverts	27,238 23	
Do. tools, machin'y, etc.	8,195 56	
		794,343 46
Leaving actual net earnings		$839,604 38
The increase in gross earnings over the previous year, was		$280,225 84
The increase in expenses		196,236 38
Making the increase in net earnings		$83,989 46

Of the above increase in gross earnings, $166,849 98 was derived from the transportation of westward bound freight. This vast increase is attributed to the establishment and maintenance of a line of steamships between New York and Savannah. Out of 6,930 shares, (the total amount of stock of the New York and Savannah Steam Navigation Co.,) this company holds 4,420. The down freight has increased $32,047 37. During the year, 390,188 bales of cotton have passed over the road—being an increase of 12,995 bales through from Macon and above, and 28,588 bales from way stations and Augusta. The increase in way cotton is attributable to the free use of fertilizers by the planters, 3,864,850 lbs. of which have been transported over the road, at a nominal price, thus benefiting not only the planters of the state, but at the same time enhancing the business of the road.

The company have 54 locomotives; 22 first class, and 6 second class passenger and baggage cars; 4 mail, 3 express, 21 conductors, 14 baggage and package, and 594 freight cars—total 664, all eight wheels.

No. of miles run by passenger trains	294,000
By freight and other trains	496,030
Total miles run	790,030

—the consumption of wood being one cord to 67 miles run.

Earnings per mile run by passenger trains	$1 25
" " " freight "	2 55
Earnings per mile run by engines	$2 09
Current expenses do.	89½
Net earnings do.	$1 19½
Earnings per mile of road, includ'g Gordon and Eatonton branch	$7,166 44
Expenditures, do. do.	3,483 96
Net earnings per mile	$3,682 48

The brick bridge crossing West Boundary street and the Ogeechee Canal, commenced in February last, is rapidly approaching completion. It is of four brick arches of 48 feet each, resting on brick piers, and is believed to be of greater span than any brick bridge in America. A new produce freight house, 600 feet by 36 feet, is nearly completed. The new engine house and shops are nearly finished, and the machinery is soon to be put in operation. A new freight house has been erected at Macon during the past year, at a cost of $15,000. A small dispatch engine for use of road repairs, has been built at a cost of $3,188 81; also a large first class freight engine, costing $11,341 21. Another engine of same size as the latter, has been commenced. In addition to these, the company will require to purchase two engines the coming year. Fifty additional box cars are being constructed in the company's shops. Besides which, the company are in want of two first class and two second class passenger cars, five conductors' and ten fruit cars. There have been built in the company's shops the past year two first class, two second class and baggage, three express, eight conductors, four stock, two fruit, and one negro sleeping car, at a cost of about $27,500.

Within the year there was purchased of the Lackawanna Iron Co., 638¾ tons of American rails, 45 lbs. per yard, costing delivered $35,489 75; there were also re-rolled 1,451 tons, of same weight, at a cost of $46,338 94; 7,000 chairs for re-laying the above rails were also procured at a cost of $4,401 04—making the total cost of rails and chairs $86,229 73. These rails will lay about 29½ miles. There have been received for the use of the main line, 80,093 ties, 883,709 feet of bridge timber, 2,024,031 feet stringers, 6,264 feet switch stringers, and 1,071,972 feet of other lumber—

making a total of 3,985,976. There have also been received for the branch 314,780 feet of timber, ties, stringers, etc. About 8½ miles at the Gordon end of the Eatonton branch, have been relaid with the light bridge rail removed from the main line. It is proposed to continue the relaying to Milledgeville, as fast as the new rails are laid on the main line. The company have on hand 880 tons of old rails, most of which are unfit for use. It is recommended that 2,100 tons of 45 lbs. rail be laid annually, which will keep the road in good order, and enable it to be worked economically.

The cash received from road and bank has been as follows:

From Road	$1,645,554 09
" Bank	81,080 72
	$1,726,634 81

Disbursed as follows:

Paid road expenses	$794,343 46	
" bank "	14,651 92	
" interest on bonds	11,994 50	
Dividends declared	600,000 00	
Depot buildings	120,000 00	
		1,540,989 90
Carried to reserve fund		$185,644 91

—which now amounts to $702,720 15, but subject to the payment of $28,000, annual rent of the line from Gordon to Eatonton. This reserve fund may seem large, but a part of the assets of the company, being of a permanent character, cannot be disposed of. The investment in steamships, $284,791 36, and in negroes, $31,303—making together $316,094 36—deducted, would leave of available reserve only $386,625 79, which the President thinks should be increased, rather than diminished.

A charter has been obtained for a road from Eatonton to Madison, and a preliminary survey of the line made. This new line is about 21 miles in length. The Central Railroad Company have agreed to take it, when built, at a yearly rent of 7 per cent. on its cost, provided the people, without asking State aid, subscribe enough to build it, and place the construction of it in charge of this company. While it will add to the value of the line from Eatonton to Gordon, it will not disturb, but rather coincide with, and aid, the existing railroad system.

An act has been passed authorizing this company to consolidate the stocks of the Milledgeville and Gordon and Eatonton branch roads with the stock of this company, and further, to increase the capital sotck of this company to $5,000,000. The present capital of the company is $4,000,000. Over $1,000,000 taken from the earnings of the road, have been expended on the road and its equipment. In the opinion of the Board, the stockholders should be reimbursed for this outlay; they can realize dividends of 10 per cent. per annum on a capital of $5,000,000. The capital of the roads proposed to be consolidated, will require the issue of new stock to the extent of about 300,000. If $500,000 of stock be now given to the stockholders, there will be left about $200,000 for future emergencies. Looking to the large amount to be expended for increase of rolling stock, and for additional or double track, the Board has deemed it prudent to retain this $200,000 of new stock. The 5,000 shares above referred to, are to rank with the present stock in future dividends.

The following is a statement of the condition of the company's affairs, on the 6th of December, 1859, after the declaration of the semi-annual dividend:

			Dr.
Railroad capital			$3,700,000 00
Bank "		$300,000 00	
Circulation		261,742 00	
Unclaimed dividends		22,826 00	
Divid'd No. 33, declared this day		400,000 00	
Deposits		120,750 35	
Suspense account		6,874 86	
Due to other banks and companies		235,925 23	
			1,348,119 34
Bonds, bear'g 7 per cent. interest		106,267 00	
Appropriated for depot buildings		120,000 00	
Reserved fund		702,720 15	
			928,987 15
			$5,977,106 49
			Cr.
Railroad and all its appurtenances			$3,700,000 00
Notes and bills discounted and bills receivable		$728,049 67	
Due by other banks and companies		365,432 00	
Real estate		33,060 86	
Due by agents		7,747 79	
Specie, coin.	$232,366 81		
City notes	25,628 00		
Dist't notes	26,947 00		
		284,941 81	
			1,419,232 13
Bonds of other comp'nies		40,400 00	
Stocks " "		786,171 36	
			826,571 36
Negroes belonging to the company's road			31,303 00
			$5,977,106 49

The officers of the company are:
R. R. Cuyler, *President.*
Geo. W. Adams, *Superintendent.*
J. A. Courvoisie, *Treasurer*

The Gauge Question.

(Continued from p. 862.)

While I have, I think, demonstrated that our long line and great business will, of itself, greatly compensate for transhipment as a means of economy, and I think I have shown that, in fact, no transhipment will occur at all, more than will occur if you change the gauge; for both Major Brown and Mr. Allen do, as all must, I think, take it for granted, as I have tried to prove would be the case, that the branch roads which are intended to transact business for us, will be of like gauge; though I do maintain, that I would tranship even then, or stock the roads, as experience, as I show, has proven to be the best plan. But admit all, and say that we shall have to tranship the freight coming to us from all the lines which can be made, how much will it cost, and where can we look for recompense in our broad gauge?

If 533,000 tons is to be the business of the road, we will say that 300,000 tons comes to us by cars from other roads. This, at 6 cents per ton, is $18,000. I may have remarked that the balance must come in wagons as now; or in steamboats and vessels, and will cost more than if it should come in cars, though not 6 cents per ton. The saving of our wide gauge, from which the above $18,000 may be paid, is found in the doctrine which I think we have proved beyond a peradventure, that our engines will be more powerful, and that our cars will be able to take freight with less dead weight. The exact increase of capacity from these sources cannot be well settled but by experience, though the existence of the fact is so fully proved and generally admitted.

One of the English Engineers not in favor of 7 feet gauge as applied to England, but who understands this question of power, no doubt as well as any of them, says that the power of the engine is increased as the width of the gauge. I think this is true up to engines of 23 or 24 tons; and that beyond this weight, it is greater; but on a 6 feet gauge you are limited, as you are on one of greater or less width, as Mr. Allen says; and it is now rather to be inferred that 30 to 33 tons is the limit on a 6 feet gauge; that is, that beyond that weight, using all the room we have for firebox and boilers, we would get so long a boiler as not to increase our effective power. Within this limit, or some limit, this extra power is obtained, as has been shown, by increasing the heating surface in the firebox, or flues, near the firebox. It is a simple question, and is nothing more than we have stated.

Nothing more need be remarked, except that, (as a high pressure engine stimulates combustion, and increases by forcing out its steam from that part of the cylinder which, to give the greater effect, should be in vacuum;) the *stronger* the blast, the *greater* the loss of power. This loss of power is very considerable, and depends upon the power of the blasts, which in generating a given quantity of steam, is reduced as you increase your heating surface in and near the firebox. Taking then the power of our engines to be increased only, as the width of gauge, or 25 per cent., we can then haul loads 25 per cent. larger than on the narrow gauge. This is proven to be true by the experiments sent me by Mr. Gooch, making allowance for the extra power of their wider gauge than ours. Mr. Nicolls, then Superintendent of the Reading Railroad, writes, as you may see, that an engine of 18½ tons will take only 133 tons over grades with a narrow gauge. Mr. Nicolls ought (if any one) to know the power of narrow gauge engines; yet we have performed more than 25 per cent. over this, as a daily thing, with our wide gauge Rogers' engines. Taking adhesion as a basis, I have no hesitation in assuming the above ratio of increase.

The saving in the capacity of our cars is not so easily estimated in figures. That it is very great, I see no reason to doubt. If we can only get one-half a ton in a car more, as an average, it will be 5 per cent. saved in dead weight—equal to a little more than 30 per cent. increase of net load.

The effect of this upon the cost of transportation may now be considered. The report of the Commissioners of Location, shows that a yearly saving, $128,000, is made by taking the more level routes of Pennsylvania, because you thereby increase your load. This, however, is on a business of only 200,000 tons per annum.

Take the more recent and just estimate of this Board, or 533,000 tons; and the saving would be $334,400. The increase of loads caused by the lower grades, and which produces this large sum, is, for the length of the line involved, in question or say, 84½ miles, 264 per cent. To produce the same saving on a change of grade, covering the whole line, the loads must be increased 50 per cent.

We have shown that the *effective* increase of effective power on our wide gauge is fully equal to 30 per cent.; consequently, the effect of this upon

your revenue will be $200,640; or, after deducting the $18,000 for transhipment, gives a clear saving of $182,640 per year. The whole extra cost of the wide track, in grading and superstructure, will not exceed $325,000, while the saving in the less number of cars and engines will more than balance this amount, so that the above sum of $182,640 is a clear yearly gain of the wide over the narrow gauge system, you avoid an immediate extra outlay of nearly $600,000 in changing your gauge and machinery, and laying extra tracks, $132,000 of which is a perpetual loss. The above yearly saving of $182,640, is equal to the interest, at 6 per cent., of $3,044,000.

That the wide gauge will produce this large saving, I have no doubt. Wide gauges are no longer matters of experiment. Their value has been fully shown here and in England. The greater comfort for passengers, and economy in transportation have been demonstrated and admitted. The Board, therefore, will be justified, inasmuch as they find the road already on a wide gauge, in allowing its construction to be continued with their present plans. But the responsibility of changing rests entirely with them. It will be, as I view the question, a most unfortunate decision for the stockholders and the city, if such change should be made. The great improvements which are yet to be made on a gauge like ours, will be arrested; and you will say what the British Parliament have not yet assumed the responsibility of saying, under all the light and influence of this question as presented in England, that railroads are not to be improved; that the chance adoption of a 4 feet 8½ inches gauge was, after all, the very best possible. I could not, under any circumstances, be party to such a decision.

[To be continued, and followed by letters from Engineers, etc., etc.]

Railroads of Virginia.

We copy the following *resume* of the Railroads of Virginia, and in which the State is interested, taken from the late reports of the Board of Public Works:

The *Alexandria, Loudoun and Hampshire Railroad*, which runs from Alexandria, by way of Leesburg, Berryville and Winchester, to the coal mines, 160 miles in length, has been graded for 41½ miles, and the rails laid for 24 miles.

Operations on the *Fredericksburg and Gordonsville Railroad* have been suspended since the year 1857 for want of means, and no report has been received from the company for the same time.

The *Norfolk and Petersburg Railroad* (80 miles) is now completed, and trains are running regularly, and, although at present yielding but enough to pay its expenses, bids fair, by the practical development of the country through which it passes, to realize the hopes of its friends.

The *Manassas Gap Railroad* is now finished to Mt. Jackson, in Shenandoah county, and considerable work done between that place and Harrisonburg. The independent line to Alexandria and the Loudoun branch of this road are now suspended for want of means to carry them on. It is a matter of grave doubt whether the company acted wisely in carrying on such a large amount of work without the means having been previously provided.

The *Orange and Alexandria Railroad*, from Alexandria to Gordonsville (88 miles,) is completed, and its extension from Charlottesville to Lynchburg (60 miles) is now nearly ready for the cars to pass over its entire length. The board at a late meeting approved of the agreement, the terms of which fixed the rates by which the cars of the Orange and Alexandria Railroad Company should run upon the Virginia Central road between Gordonsville and Charlottesville (21 miles). There being no obstacle to delay the running of the entire distance between Lynchburg and Alexandria (169 miles), the increased receipts from travel and freight lead its friends to believe it will be one of the best investments of the State.

The *Virginia Central Railroad*, including the Blue Ridge Railroad, built exclusively by the State, is 204 miles long, 195 miles of which are completed and in running order. The remaining nine miles are unfinished; and it is understood by the board that application will be made by the company for some assistance from the General Assembly, and they hope it will receive a favorable consideration. This road has paid into the treasury in the fiscal year 4½ per centum dividend on the State subscription, amounting to $84,354 22, and, judging from the report of the company, they deem it a certainty in future.

The *Virginia and Tennessee Railroad* (204 miles long) is completed, and their report exhibits a very large increase of revenue over that of any preceding year. This company has for the two years preceding paid up promptly the interest on the loan of $1,000,000 made by the State. There still remains over $200,000 of interest due the State for arrears of interest on the same loan, which the company will gradually pay up hereafter until the same is liquidated.

The prospects of the company for the future warrant the belief, that besides the payment of the interest regularly, they will have the means to pay the State a dividend of six per cent. on the preferred stock, amounting to $500,000.

The *Richmond and York River Railroad* (38 miles long) is now finished for 24¾ miles to Pamunkey River. The remaining 13¼ miles are nearly graded and ready to receive the rails. Trains have recently commenced running regularly on the finished portion of this work, and having steamboat and other connections by stages with the present terminus on the Pamunkey River, this line presents attractions for travelers to the tide-water section of country. The board have examined this road lately, and found it in good order, and believe that with good ballasting it will be one of the best roads in the State.

The *Richmond and Danville Railroad* (104½ miles long) is completed, and its success is realizing even more than its early friends anticipated. It has paid its interest regularly to the State, and has paid off during the past year a large debt becoming due, of over $200,000, and will pay a dividend this year of 4 per cent to its stockholders.

The *Richmond and Fredericksburg Railroad* is 75 miles long. It will be seen by their report that the receipts for the last year, ending 30th September, 1859, were $279,945 58, and the expenses were $134,559 89, leaving net income $145,385 39. This road has now a heavy rail laid upon it from Richmond to a point beyond the bridge at Fredericksburg (about 62 miles). The company, instead of paying cash dividends, have, on account of some of their funded debt becoming due, declared dividends in bonds, interest to be paid semi-annually. The State now holds $130,720 of these bonds, bearing 6 per cent. interest.

The road of the *South Side Railroad Company* is, with the addition of the old City Point Railroad, which now belongs to them, 132 miles long. They report their earnings for the past year to be $201,344 36. The interest on the loan of $800,000 made by the State, has been paid regularly since 1st July, 1858. There still remains unpaid over $180,000 due on account of arrears, for which they have at present made no arrangements.

The *Richmond and Petersburg Railroad* (22 miles long) is in excellent order, and its revenues continue to be sufficient to maintain the company in paying their regular annual dividend of 5 per cent. to the State on its investment of $385,600.

The *Roanoke Valley Railroad* is 22 miles long. The board having received no report from the company, can only have reference to their report to the stockholders. It is gratifying to observe that this company, which has been for some time in a declining condition, now report, in the language of its President, "money in the treasury, credit re-established, almost unprecedented appreciation of their bonds, a gratifying augmentation of business, and a reduction of active indebtedness of more than 50 per cent." This company have undertaken to extend their road to Keysville, on the Richmond and Danville road, a distance of 30¼ miles, which has been let to contract under favorable terms, and is now in progress. The State has an interest in this road of $310,000, of which $130,000 is preferred stock.

The board will only refer to the reports from the *James River and Kanawha Company* to the General Assembly, as giving a more full and concise account of their condition than this report can give. Under the act passed 15th February, 1858, providing more effectual means for the improvement of the navigation of the Kanawha river, directors were appointed on behalf of the State in the Kanawha board of the James River and Kanawha Company. The condition of this company emphatically calls for legislative action.

The *Dismal Swamp Canal Company* having undertaken a large amount of work at the south end of their improvement, have applied all their surplus means to the accomplishing of that object, and suspended the payment of dividends to its stockholders.

Journal of Railroad Law.

LIABILITY OF A COUNTY, ON BONDS GIVEN FOR, SUBSCRIPTION TO A RAILROAD.

An important decision has lately been rendered by the Supreme Court of the State of Illinois, in the case of Oloff Johnson *vs.* the county of Stark. The case involved the question of the liability of the county upon certain bonds made in the name of Stark county, to the Western Air Line Railroad upon a subscription to that road. The claim was assigned by the company to the plaintiff who applied for a mandamus to compel the supervisors to complete their subscription and issue the bonds. The case was decided in favor of the defendants, on the ground that the act of the Legislature in respect to the issuing of the bonds did not authorize the county to provide for the payment of the coupons in New York City, as they had been drawn; that the officers executing the bonds and coupons had therefore no authority to execute them, and the county was not liable.

The decision is said to affect nearly all the bonds issued by cities and counties in Illinois.

The following is the opinion of the court, in which the facts are more fully stated.

WALKER, J.—At an election held in Tazewell county on the 24th day of September, 1853, for and against the county subscribing for twenty-five thousand dollars to the capital stock of relators' road, the majority required by law was favorable to such subscription. A part of the question submitted was to issue bonds of the county in payment of the subscription, to draw seven per cent. interest per annum, payable semi-annually at the American Exchange Bank in New York. At the September meeting, 1853, of the Board of Supervisors of Tazewell county, application was made to them to subscribe for the stock, which they refused to do, and the shares of stock were tendered by the relators, which they refused, and the Board also refused to issue the bonds of the county; and to compel a subscription and to issue county bonds in payment of the same, this application is made.

The return to the petition insists upon numerous

reasons why the subscription should not be made. It is objected that the county have no right to issue bonds or other obligations payable at any other place than at the county treasury. This court held in the case of Prettyman *against* the Board of Supervisors of Tazewell county, (19 Ill. 406,) that it was only by virtue of the act of February, 1857, authorizing the county courts of each county which had subscribed to the Tonica and Petersburg road, to make the interest of their bonds payable at any place they might choose. That act only applied to subscriptions to that particular road, and can have no application to any other. And it was then held that the county court had no power to issue bonds payable in the city of New York, for want of express authority by legislative enactment. States, counties and corporations created for public convenience only are not required to seek their creditors to discharge their indebtedness, but when payment is desired the demand should be made at their treasury. That is the only place at which payment can be legally insisted on. And it is the only place where the treasurer can legally have the public funds with which he is entrusted. To authorize the creditor to draw his warrants on the treasurer, payable in a sister State or in a foreign country, necessarily imposes an obligation on the treasurer to provide funds at that place to meet it; and his duties requiring him at the treasury would require the employment of agents, the transmission of the funds, at risk of loss, and at a considerable expense in charges and discounts and insurance that is not incident to its payment at the treasury. And the same reasons apply with equal force to cities, counties and public corporations of a similar character. The legislature has conferred no such general power on such bodies, and in its absence they have no power to make their indebtedness payable at any other place than at their treasury.

The next question we propose to consider is whether under the legislative enactments authorizing counties and cities to subscribe for such stock are compulsory when the citizens have, by vote, determined in favor of it. That many acts authorized to be performed by such bodies is discretionary, and others are peremptory, will be readily conceded; that the mere grant of authority to such bodies cannot be construed into a requirement of its performance, without discretion, is obvious. A large portion of their powers are unquestionably of a discretionary character. But, when the law has imposed a duty and required its performance, there can be no discretion exercised, unless it be as to the time or mode of its performance when neither are pointed out by the act enjoining the duty.

To attempt the exercise of all the powers conferred on these bodies by the legislature would seriously involve if it did not bankrupt every city, county, and corporate town in the State. Yet when the duty to act is enjoined, whether in express terms or by implication, there can be no choice but to perform the duty required. Counties and cities are incorporations created for public convenience and to transact the public business of the communities embraced in their limits. They are dependent upon the legislature for their very creation, and from it they derive all their authority to act. And it is, therefore, necessary to examine the various legislative enactments to determine whether the power conferred upon counties to subscribe for stock in railroad companies is imperative or only discretionary.

[His Honor here proceeded to quote the provisions of the act of November 1849, and the amendment thereof in 1854, in regard to subscriptions to railroad stocks. He proceeded:]

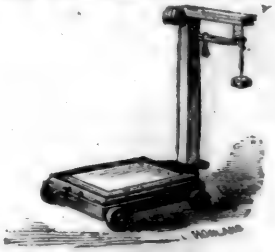
The language [of the act] clearly requires that they shall subscribe the amount voted upon, or any part of it, and a subscription of any amount that they may deem for the best interests of the county or city will fully answer this requirement. A subscription of one share would be a part of the same, authorized to be subscribed, and it is within the discretion of the county judge or the city council whether they will subscribe beyond that amount. If the legislature had intended to make it compulsory upon them to subscribe the whole amount they would have adopted different language from that employed. There is an evident propriety in giving the financial agents of a county or city a large discretion in the management of its pecuniary affairs. In the change of circumstances to which railroad enterprises are constantly subjected, to the varying condition of the finances of the county, the success of rival enterprises and the want of means to secure success in the construction of railroads, must have dictated the policy adopted by the legislature in leaving it a matter of discretion in the county judges or City Council to subscribe all or any part of the amount authorized. If, immediately after a vote was taken and resulted in authorizing a subscription, and before the power to subscribe had been exercised, it were to become manifest that the road, or any part of it, never could be completed, and the officers, to promote private interest, or from a misguided zeal, or even confidence in what might afterwards be accomplished, were determined to push the enterprise and waste the means of the corporation, the city or county surely ought still to have the means of avoiding the loss by a power to refuse to make the contemplated subscription. Or suppose the company, after the vote is had, resulting in favor of subscription, should abandon that portion of the road in which the voters had an interest, and insist upon the issue of the bonds to be applied upon a remote portion of the road, by the completion of which they could receive no benefit, can it be contended that there should be no discretion in the financial agents of such municipal corporations to subscribe or not as the interest of those bodies might require?

(To be continued.)

Railroad Bond Suit in Iowa.

At a session of the District Court at Washington, some two weeks since, application was made by the proper authorities of Mahaska County, to Judge Stone, for a writ of injunction; enjoining and restraining the M. & M. R. R. Co. from disposing of the bonds of that county now in their hands, and amounting to the sum of $200,000. The writ was allowed, and a notice served on the company to that effect. The principal allegation in the petition was a failure, on the part of the company, to comply with their contract by prosecuting the work in that county; a motion to dissolve the injunction will be tried at the next term of said court. This question will be looked to with considerable interest, as there are a number of counties in the State similarly situated.—*Mt. Pleasant Republican, Nov. 30th.*

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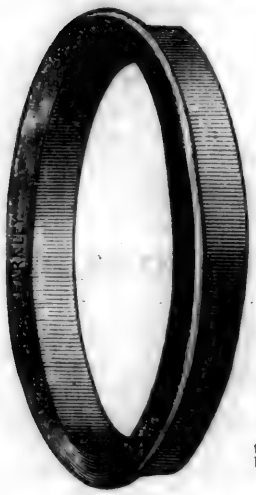
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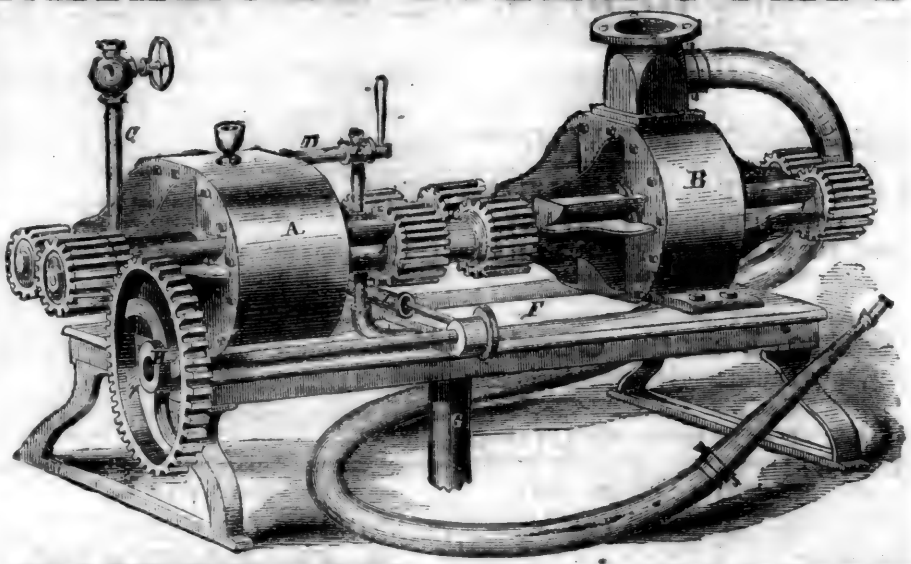


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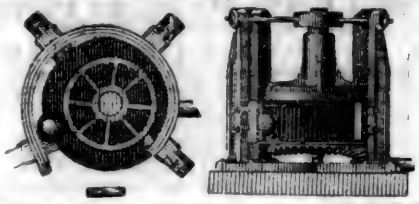
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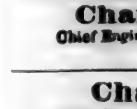
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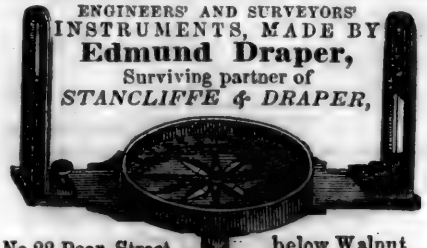
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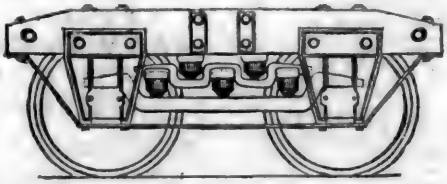
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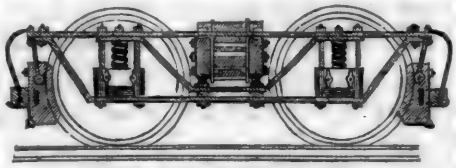
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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PRINCIPAL CONTENTS.

The Gauge Question.....21
Sunbury and Erie Railroad.....22
Terre Haute and Richmond Railroad.....23
Coal Burning on the Philadelphia, Wilmington and Baltimore Railroad.....23
Central Southern Railroad.....24
Central Ohio Railroad.....25
Panama Railroad.....25
Toledo and Wabash Railroad.....26
Railroads of Wisconsin.....27
Railroads of Michigan.....27
Improvements—Adoption of them by R. R. Co.'s.29
Pacific Railroad.....36
Wooden *vs.* Iron Bridges.....36
Northeast and Southwest Alabama Railroad...37
Philadelphia and Reading Railroad.....40, 37
Cleveland, Painesville and Ashtabula Railroad.38

American Railroad Journal.

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New York, Saturday, January 14, 1860.

The Gauge Question.

[LETTERS FROM VARIOUS ENGINEERS UPON THE SUBJECT OF THE GAUGE.]

GREAT WESTERN RAILWAY, ENGLAND,
PADDINGTON, June 11th, 1847.

SIR:—I duly received your letter of the 31st March, and would have replied earlier, but waited to send you the result of some experiments I intended to make with the best and largest class of narrow gauge engines, now in use in England, and our new class of engines for the broad gauge.

You are aware when the experiments were made by the commissioners, we had to use an engine five years old, against engines constructed for the purpose of the trial.

I now enclose you the working of two of the engines on the Southeastern Railway, against two of our new class—and leave you to form your own opinion of which will be the most useful engine, either for high speeds or heavy traffic. The result as to cost of working these larger engines, fully bears out all I stated they would do in my evidence before the commissioners.

With equal loads they are lighter in fuel, and will take double the load with very little additional fuel, all other charges being independent of the load; and this is really the whole question of the economy of the broad gauge. We never use two engines, not even with our goods trains, now that we have applied something like the full power of our gauge on the engines; and trains weighing 600 tons are as regular as to the time as a passenger train. Before we constructed these larger engines, we were compelled to put two engines upon the trains at double the cost, and without obtaining the same regularity, as it is difficult to manage two engines in shifting the trains at the stations along the line, as easily as one, and there is a consequent loss of time. Every step we have taken in increase of power, has been an improvement *in every way—economy, speed and load*, and the all important point of *regularity*. So sensible are the narrow gauge party of this, that their whole attention is devoted to the enlargement of their engines; and Mr. Stephenson has carried this to a point of danger, by increasing the length of his boiler to a very dangerous extent. There is no doubt, however, he is under a mistake in hoping to get power by this means, as experiments I have made show, that after the first few feet of tubes from the fire-box, very little steam is generated by the remainder; and it is quite useless to cool the air in the smoke-box down to a temperature below the steam in the boiler. Our new class of engines have 305 tubes, two inches in diameter, but only 11 feet long; and I find the air in my smoke-box, at the highest velocity, is not more than 600 temperature, which I consider lower than it should be. But on some the machinery being under the boiler, I was obliged to keep this length of tube to give me as long a connecting rod as possible, or I would not have made them as long. Increasing the number and cutting them short, is the proper principle to adopt. You then get a large sectional area for the air to get through, and a lighter power of blast pipe will draw it, which of course is power saved in the cylinder.

The break of gauge is a thing no doubt to be avoided if possible. Uniformity has its measure of value; but I consider the value of the higher speed and greater power of the broad gauge far more than compensate for the inconveniences of the break. For instance—take a line 100 miles long. On the broad gauge, ½ to ¾ of an hour can be saved with passenger trains, while the time lost, to change carriages, need not be more than 8 or 10 minutes. The system of sending carriages long distances is acted upon in this country, but *we* have no continuous line of 300 miles long; and I think there is a limit to which this can, and will be done. It has been very much reduced for branch lines—in fact, where there is much traffic, it is impossible to run your carriages partly filled: the train becomes too heavy. I think with goods it is done to a much greater extent; but the value of a change is about 4d. per ton only, and is therefore not a serious matter. The London and Birmingham now find it quite difficult enough to run their full trains, and have reduced the capacity for the empty ones very much. It is now chiefly confined to the coal trade. I do not think any engineer in England thinks four feet eight and a-half inches is wide enough for the traffic of the country. It is not a fight of *opinion* just now, so much as a fight upon *interest*. The narrow gauge parties have narrow gauge lines, and find themselves unable to compete with the broad gauge, and feel it would be a very costly thing to alter the narrow. They naturally enough wish therefore to get rid of the broad. In spite of all, however, the broad gauge does *go ahead*, as you would say in America, and will continue to extend itself in al directions. The more I have examined the question, both commercially and as a money matter for the company, the more am I convinced of the vast importance of the broad gauge. I shall be happy at any time to give you any information in my power, and am very respectfully,

Yours,

DAVID GOOCH.

READING, PA., March 27, 1857.

SIR:—I am in due receipt of your favor of the 24th inst., on the subject of loads and plan of engines for your railroad. In compliance with your request, I offer the following opinions in answer to your inquiries:

The plan of locomotive engines I should recommend for your road, with maximum grades of 60 feet per mile limiting its load, (provided your rail is not less than 55 lbs. per yard, and your curves of not less radius than 700 feet, and of such

radius at a few points,) is as follows: Your weight, with water and fuel, 18½ tons of 2,240 lbs. Six wheels, all drivers and coupled, 48 inches diameter, with weight equalized on each wheel. Cylinder, 14½ by 20 inches. Boiler, firebox and tubes as large as these wheels, cylinders and weight will admit. The six wheels should be all pedestaled in the same solid wrought iron frame, with the latest improvements in wedge packing, &c., &c. Such an engine will haul for you on a level road, with good fuel, 650 tons of 2,240 lbs. behind its tender, as an every day performance, (cars and freight included,) at a speed of 12 to 15 miles per hour. Its load upon a 60 feet grade will be, under the same circumstances, about 133 tons, including cars and freight.

The proportion of paying freight, or net load of cars, will be found by two-thirds of the gross weight, as above stated, if the cars are open; and six-tenths of the cars covered and roofed; the latter description, generally carrying the more valuable light and bulky goods.

These p'p'tions give, on the level, 433 and 490 tons.
And on the 60 feet grade, 89 " 80 "

I am well aware that engine builders and engineers reports, give theoretical statements of the power of locomotives much higher than I have stated; and it is true that an engine, as above described, can haul a train about 50 per cent. heavier as an extraordinary performance. Such duty' however, requires a combination of favorable cir' cumstances rarely to be expected upon roads having a heavy tonnage, and cannot be depended upon as the average daily performance of engines. For a speed of 10 miles per hour, I would reduce the diameter of the driving wheels two inches, making them 46 inches diameter—the other proportions of the engines remrining nearly the same. As the above plan and performance of engine was intended for a 4 feet 8½ inches gauge, we pass to the last query of your letter respecting the advantages or disadvantages of a 6 feet gauge.

After a full consideration of this important question, and of the arguments adduced by the advocates of each gauge before the committee of the British Parliament, I am of opinion that the use of the six feet gauge will prove rather disadvantageous than otherwise, in making your road, and for the following reasons:

1st. The efficiency of your locomotive engines will be decreased. In stating 18½ tons as the weight of a 6-wheeled coupled engine, I have taken the greatest weight which a 55 lb. rail should safely bear, about three tons on each wheel, the whole of which adhesion is made available in hauling the train. By spreading the track 15½ inches, and preserving the same weight of engine, its boiler, and consequently its fire surface, must be *decreased* to make up for the *increased* weight of heavier axles, braces, cylinder wings, frame, &c. The power of the engine is thus diminished, and must be followed by a decreased train, and therefore by increased expense per ton. It is true, other forms of engines may be adopted, but there may have their objections. An 8-wheeled engine, with all the wheels drivers, would prove very heavy for the rail and bridges; and one with four drivers would require too much weight on each wheel to give 16 or 17 tons adhesion, besides both the latter engines wasting their power carrying dead weight up grades.

2d. The cars of a six feet gauge are heavier, in proportion to the paying weight of freight or passengers, than a 4 feet 8½ inches gauge. This objection will be found important on the N. Y. & E. R. R., decreasing the paying tonnage up grades.

3d. All the running machinery will work with more friction round curves, than on the narrow gauge.

4th. Axles of engines and cars will be more liable to break on the broad gauge, being longer and more easily twisted, and more subject to flaws from the thicker iron.

5th. The fact of the gauge of the N. Y. & E. R. R. being different from other roads, isolates it from them, and will be found productive of great inconvenience in the future commercial intercourse of the country by other roads, either in operation or projection.

"The break of gauge" has been found to involve such delay, expenses, and annoyances to passengers and transporters of goods by the Great Western Railroad of England, that the question of conforming to the national gauge of 4 feet 8½ inches, has already been seriously entertained by the Directors, with a consequent expense of an alteration of the entire machinery of their road.

A railroad in Germany has already tested, and abandoned the broad, for the narrow gauge.

I consider it well worthy of the earnest deliberation of the proprietors of the New York and Erie Railroad, whether that great work shall be continued with its present gauge, or made to conform to the standard used throughout the United States. I have in the above remarks candidly expressed my opinions on the subject of your queries. I would further state that the specifications of locomotive engines given to manufacturers of these important machines, require much care and judgment in drawing up. The results of our experience on this head, I shall be happy to give, if so requested. Very respectfully,

Your ob't servt.,
G. A. Nichols.
Engineer and Gen. Supt. Phila. & Reading R. R.
(To be continued.)

Nashville and Northwestern Railroad.

This road is making rapid strides towards completion. The President, V. K. Stevenson, Esq., has lately contracted with an iron agency at New York for the rails for the whole road, to be delivered at New Orleans as required. Enough iron has been received at Hickman within the past ten days to make the road to Union City, 14 miles.

During January and February, there will be iron received here for twelve miles of this end of the road—which will be laid down by July. The company have now 34 miles of finished grading on the western end of their road, and have received the State aid bonds for 30 miles, equal to $300,000. The iron company who contract to make the rails, agree to take one-fourth of their pay in the Railroad Co.'s mortgage bonds at par.—*Nashville Patriot.*

The Lynchburg Extension of the Orange and Alexandria Railroad.

With the exception of the bridge across James river, the Lynchburg extension of the Orange and Alexandria Railroad is completed. The bed of the road, and the rails laid to Lynchburg, with the above exception. On or about the 15th of the present month, it is thought, the road will be opened for travel and trade.—*Richmond Enquirer, January 5.*

Railroad and Steamboat Accidents for 1859.

The number of railroad accidents in the United States in 1859, by which life was lost, was 79; killed 129, wounded 411. This does not include accidents caused by the carelessness of travelers themselves. During the last seven years the number of lives lost by railroad accidents has been as follows:

Year.	Accidents.	Killed.	Injured.
1853	138	234	496
1854	193	186	589
1855	142	116	539
1856	143	195	629
1857	126	180	530
1858	82	119	417
1859	79	129	411
Total	903	1,109	3,611

The number of steamboat accidents during the year 1859 is 21; persons killed 242, wounded 146. This is a decrease for the past year. For the past seven years the number of lives lost and persons injured by steamboat accidents, not including those which occurred at sea, was as follows:

Year.	Accidents.	Killed.	Woun'd.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	322	86
1858	27	300	107
1859	21	242	146
Total	213	2,304	958

Sunbury and Erie Railroad.

EXTRACT FROM THE GOVERNOR'S MESSAGE.

In my last annual message, I communicated to the General Assembly all that, up to that period, had been done under the act, entitled "An act for the sale of the State Canals," approved April 21, 1858. Since the adjournment of the last Legislature, satisfactory evidence having been given to me, of the compliance of the Sunbury and Erie Railroad Company, with the conditions mentioned in the third section of the act referred to, the State Treasurer, under my direction, has delivered to the Company the canal bonds for two millions of dollars, deposited in the treasury under the provisions of the said act.

The Railroad Company has also become entitled to, and has received, one million of dollars, of the mortgage bonds referred to in the sixth section of the same act; leaving mortgage bonds amounting to two and a-half millions of dollars, still remaining in the treasury of the Commonwealth to be delivered to the company, "from time to time, *pari passu*, with the progress of the work, as ascertained by the returns and estimates of the Chief Engineer of the said company." When the bonds last mentioned, shall have been surrendered to the company, as directed by law, the State will still hold, as absolute owner, three and a-half millions of dollars of the mortgage bonds of the company, payable in the year 1872, and in the six succeeding years, as mentioned in the act of Assembly, with interest, at the rate of five per centum, per annum, payable semi-annually, on the thirty-first days of January and July of each year. Interested, as the Commonwealth is, in the early completion of this important thoroughfare, it affords me great pleasure to be able to inform the General Assembly, that the progress of the work, for the past year, has been highly satisfactory.

The eastern division of the road, extending from Sunbury, in the county of Northumberland, to Whetham, in the county of Clinton, a distance of eighty-one miles, is finished; passenger and freight trains passing over it daily. The Western division, extending from the city of Erie, to the borough of Warren, in Warren county, a distance of thirty-six miles, is also completed, with regular passenger and freight trains now running over it daily, making one hundred and forty-seven miles of railway, along the line of the route, that have been already brought into practical operation—one hundred and seven miles of which, exclusive of sidings

were finished during the year. On the intermediate portion of the line, between the borough of Warren and Whetham station, a distance of one hundred and forty miles, ninety-five and a-half miles are graded, leaving but forty-four and a-half miles yet to be graded, to place the whole of the unfinished portion of the road in a position to receive the superstructure. If no untoward event shall delay its vigorous prosecution, another year will not pass before the entire line of the road will be finished and in use; thus affording a direct and continuous communication, by railroad, from the city of Philadelphia to the harbor of Erie.

Terre Haute and Richmond Railroad.

We have the 11th annual report of the President and Directors of this Company for the fiscal year ending November 30, 1859. The business operations and financial condition of the company are fully set forth in the statement of the Secretary. The earnings of the road were:

From transportation of passengers	$173,008 42
" " " freights	154,178 43
" " " coal	10,314 50
" " " U. S. mail	9,125 00
" " " express	9,510 47
mileage of cars, etc.	1,161 04
	$357,297 85

And the expenses were:

Repairs of road	$23,496 22	
" machinery, engines & cars.	39,666 90	
" buildings	1 556 20	
" water stations.	2,557 35	
" fences	3,337 63	
Renewal of cross-ties.	9,758 91	
" railroad iron	5,529 36	
Depot expenses	16,177 79	
Train "	29,006 16	
Fuel	16,982 33	
Oil, waste and tallow.	2,385 82	
Salaries of officers	5,300 00	
Miscellaneous	9,813 89	
Total operating expenses.	$165,568 56	
Additional expenditures.	9,574 43	
		175,142 99
Net earnings		$182,154 86

From which deduct—

Taxes	$7,645 67	
Interest and exchange	14,426 57	
Dividends	137,895 00	
		159,967 24
Surplus earnings		$22,187 62

Of which there has been expended, and not charged to current expenses of the year, for

Telegraph	$1,217 81
Real estate at Terre Haute	10,000 00
Half interest in depot at junction of New Albany	985 00
	$12,202 81
Compared with the previous year the gross earnings show a decrease of	$22,976 75
But the expenses have been reduced	28,257 18
Making the increase in net earnings	$5,280 43

During the year five thousand of the company's bonds have been surrendered, and stock issued for the same, increasing the capital stock of the company to $1,381,450
And reducing the amount of bonds to 230,000

Aggregate of stocks and bonds	$1,611,450

The receipts from all sources during the year (including balance of $79,194 07, in Treasurer's hands at the commencement of the year), were $453,605 24; and the expenditures, $358,589 61—leaving a balance of $100,015 63; consisting of bills receivable, $13,326 56; due for U. S. mail, $7,850 17; cash, $78,838 90.

The equipment is as follows: 18 locomotives; 17 first-class passenger cars, 8 baggage and express cars; 98 house cars; 30 covered stock cars; 45 lumber and platform cars; 62 coal cars; and 54 gravel and other cars.

The total number of miles run by all the trains was 234,178. The average cost of repairs of locomotives per 100 miles run was $7 71; fuel, (8,150 cords at $2 14,) $7 49; wages, $6 24; Oil, waste, etc., $0 65. Miles run to pint of oil, 28.

The business of the road in tonnage equals that of $1858. There has been a large increase in the tonnage of 1st, 2nd and 3d class freights; and also in the tonnage of wheat, flour and corn. The decrease of revenue mostly arrises from the low rates that have ruled during the year for through freights, and to the delayed movement of live hogs, which seriously affected the revenue for November. In Nov., 1858, 726 car loads were transported, against 91 in Nov., 1859. The aggregate number of car loads of hogs transported in 1858, was 2,167, against 525 the past year. There has been an increase of $11,623 65 on Western freights, and a falling off on eastern of $22,059 77. A telegraph has been erected along the line of the road, at a cost to this company of $1,217 80.

In regard to further improvements made, the report says:

The relaying the road with new ties has been completed; one hundred tons of new rails have been laid, and a new coat of ballasting put on the road-bed. The stone masonry of all bridge abutments, wing-walls, culverts, and drains, have also been completed. We have also built two additional water stations, making the supply of water on the line of the road ample. A new side track has been laid at Staunton, for the accommodation of the coal business; also one at Greencastle, for the convenience of loading stock. The fencing has been thoroughly repaired, and is now more perfect than at any previous time. The machinery and rolling stock have been kept up, and is in perfect order. The trains have been run with regularity, and without accidents.

GENERAL STATEMENT.

	Dr.	
Capital stock		$1,381,450 00
Bonds 7 per cent		230,000 00
Dividends unpaid		623 26
Dividends declared, payable Jan. 5th, 1860		69,072 50
Surplus account		186,278 02
		$1,867,423 78
	Cr.	
Construction	$1,585,809 22	
Union depot & track, Indiana	25,640 78	
		$1,611,450 00
Evansville and Crawfordsville Railroad stock		24,429 89
Madison and Indianapolis Railroad Income bonds		1,600 00
Real estate for wood purposes.		2,601 10
Real estate, 1859.		10,000 00
Material		33,186 30
Fuel		11,250 00
Railroad Iron		4,100 00
Due for U. S. mail.		7,850 17
Telegraph		1,217 80
New depot at junction L., N. A. & C. R. R.		985 00
Bills receivable		79,914 62
Treasurer		78,838 20

The officers are—

E. J. PECK, *President and Superintendent.*
CHAS. WOOD, *Secretary.*
JOHN SCOTT, *Treasurer.*

Coal Burning on the Philadelphia, Wilmington and Baltimore Railroad.

We copy from the late Report of the Philadelphia, Wilmington and Baltimore Railroad the following extracts, showing the results of the experiments in burning coal on this road the past year.

The plan of burning coal in our locomotives has been pursued with very satisfactory results.

The Dimpfel engine, Daniel Webster, has run 29,563 miles:

Cost of coal consumed	$1,661 98
Cost of wood for kindling	147 19
Total cost of fuel consumed	$1,809 17

Cost per mile run, 6.11 cents.
Number of pounds of coal per mile, 32.41.
Cost of repairs per mile run, 3.7 cents.
Trains run on the Great Express down and Night Line up. Average speed down, 28½ miles per hour. Speed up, 23 miles per hour. Average cars down, 9½. Average up, 10½.

The Dimpfel Engine Henry Clay has run passenger and freight trains 24,325 miles—

Cost of coal consumed	$1,734 94
Cost of wood, for kindling	190 88
Total cost of fuel	$1,925 82

Cost per mile run, 7.91 cents.
Number pounds coal per mile run, 41.3 cents.
Cost per mile run for repairs, 4.7 cents.
The train run has been generally a heavy one.
These two engines were built by Fairbanks, at Taunton.

The Dimpfel Engine Christiana has run 10,222 miles—

Cost of coal consumed	$701 30
Cost of wood, for kindling	99 37
Total cost of fuel	$800 67

Cost of fuel per mile run, 7.83 cents.
Cost of repairs per mile run, 8.4 cents.
Number of pounds of coal per mile run, 40.20.
This was an old wood burner, altered by the New Castle Company.

The Dimpfel Engine George Washington came on to the road July 4th, 1859, and has run 11,028 miles on the Great Express train down, and Night Line up, and on the Mail and Express trains.

Cost of coal consumed	$539 28
" wood, for kindling	59 19
Total cost of fuel	$596 47

Cost of fuel per mile run, 5.41 cents.
Cost of repairs per mile run, 1.4 cents.
Number of pounds of coal per mile run, 30.42.
This engine was built by Baldwin & Co., of Philadelphia.

The Dimpfel Engine John E. Thayer, also built by Baldwin & Co., came on the road October 19th, 1859, and has as yet run but a few trips over the road. It has proved, however, thus far entirely successful.

The engine Sampson came on the road as a coal burner, August 1, 1859, and has run 5,261 miles on freight trains exclusively.

Cost of coal consumed	$321 90
" wood, for kindling	48 75
Total cost of fuel	$370 65

Cost of fuel per mile run, 7.41 cents.
Cost of repairs per mile run, 3.41 cents.
No. of pounds of coal per mile run, 38.08.
The above engine was originally a wood burning New Castle engine, in which a new coal burning boiler was placed.

The engine Morris, a New Castle engine, referred to in the last report as a coal-burner, altered from a wood-burner, on Mr. Bullock's plan, has run 27,144 miles.

Cost of fuel consumed	$1,684 27
Wood for kindling	215 16
	$1,899 46

Cost per mile run 6.99 cents.
Cost of repairs per mile run 4.5 cents.
Number of pounds of coal per mile run 36.13.

The train run by this engine has been the mail train down and up, and a part of the time the express train up and the night line down. The average cost of wood for the above trains would have been about double that of coal.

St. Louis, Iowa and St. Paul Railroad.

At a meeting of the Directors of this company, held at Oskaloosa on the 21st ult., the following resolution was adopted:

Resolved, That the St. Louis, Iowa and St. Paul Railroad be, and is hereby located, commencing at or near the southwest corner of Davis County, thence by the divide to or near Moravia, Appanoose County; thence by west route to Albia, Monroe County; and thence to Oskaloosa, upon or near the present surveyed route as near as practicable.

A committee, consisting of President Grennell, Chief Engineer S. D Lampman, and Secretary, A. F. Seeberger, was appointed to represent the interests of the company in Iowa and Missouri until the next meeting of the Board.

Atlantic, Tennessee and Ohio Railroad.

A meeting of the directors of this company was held at Charlotte, N. C., on the 19th ult. The report of the engineer, Mr. Gardner, was submitted, from which it appears that eight miles of the line, commencing at the depots of the Charlotte and South Carolina, and North Carolina Railroads, had been surveyed, and that the cost of graduation will amount to less than $1,500 per mile. It was therefore

Resolved, That the Mecklenburg subscriptions to the Atlantic, Tennessee and Ohio Railroad will justify the letting of 16 miles of said road, and that the engineer proceed to locate and let the same as speedily as possible.

Resolved, That as soon as the subscriptions at Davidson College shall amount to $15,000, and that at Mount Mourne to the sum of $20,000, the engineer will proceed to locate and let the contracts for the road to Mount Mourne.

Western (N. C.) Railroad.

We learn from the Fayetteville *Observer*, that contracts have been let for the graduation, masonry and bridging on the last division of this road —to the Coal Fields. The track-laying has been completed 23 miles. The work is now in such a state of forwardness as to justify the confident expectation of the completion of the road by July.

Kanawha Coal Oil.

We learn from the Kanawha *Republican* that M. de Bellot des Minieres, and other French gentlemen, who have been residing for some time past in Charleston, Kanawha county, Va., with a view of ascertaining the mineral and agricultural resources of Western Virginia, are about to commence a part of their industrial operations for the purpose of developing the mineral resources of that section of the State, by the erection, on Coal river, during the next summer, of large oil works, of about one hundred retorts, and also at the same time, works for the fabrication of ammoniacal salt and coke, from the rich bituminous coal of that region.

Lost Railway Baggage.

We notice a recent decision of Judge Collins, of the Hamilton (Ohio) Common Pleas, in a suit for a trunk lost on the Little Miami Railroad, or one of its connecting roads. The defence of the railway company was, that it was not proven that the trunk was lost on L. M. R. R. The decision was to the effect that the check given for the baggage was evidence of a contract which was binding on all the connecting roads, jointly and severally—and that the loser may have his action against either, or all, not being bound to prove on which road the loss occurred.

South Side (Long Island) Railroad.

The Queens County *Sentinel* reports the proceedings of a meeting held at South Oyster Bay, Dec. 27th, to arrange preliminaries for the construction of this road. It says:

The contemplated route of this road is from Babylon through the extreme southern parts of the towns of Oyster Bay and Hempstead, thence to New York. The route has already been surveyed and determined from Baylon to Jerusalem; thence it is somewhat doubtful whether the road will be made to diverge, so as to accommodate the village of Hampstead, or continue on a straight line through the northern part of Freeport, Near and Far Rockaway. We understand $30,000 has already been subscribed in this village. $70,000 has been subscribed in the city of Brooklyn, and a large amount at Babylon and vicinity. The originators of this project are determined to carry it through; and our readers may soon expect to hear that the construction of a South Side Railhas commenced.

To the Editor of the Am. Railroad Journal:

Sir:—Referring to the subject of an article in your last number on the Bridges of the Grand Trunk Railway of Canada, I should like very much to be informed by some of your engineering readers as to the following points:—

1st. How many railway bridges, constructed of wood, do they know personally as having been in constant use for upwards of twelve years, without unusual repairs or renewals; and what was the principle of construction of every such bridge, and the kind of timber of which it was built?

2nd. Is the housing-in of bridges universally beneficial, and decidedly economical?

3rd. Is artificial preservation of timber (such as creosoting, Paynizing, &c.,) ever resorted to by any American Engineers?

Any replies to those queries will be very acceptable to Your obedient servant,

Engineer.

Central Southern Railroad.

This road commences at Columbia, Tenn., a point on the Tennessee and Alabama Railroad, 44 miles south of Nashville, and runs thence in a southerly direction to the Alabama State line, a distance of 48½ miles. Here commences the Tennessee and Alabama Railroad, 26 miles long, running thence to Decatur, on the Memphis and Charleston Railroad. A continuation of this road south to Elyton and Montevallo, or some other points on the N. E. & S. W. Ala. and Ala. & Tenn. Rivers Railroads, will doubtless be constructed at no distant day. The distance to be built in this direction, will not exceed 100 miles. It will open up direct communication with Selma, Montgomery, Pensacola and Mobile, by means of the Ala. & Tenn. Rivers, the Ala. & Miss., the Ala. & Florida, and the Mobile and Great Northern roads.

The Tennessee and Alabama Railroad is already completed to Columbia. Thence to Pulaski, 35½ miles, the road of the Central Southern Company will be completed and opened for travel in a few days. From Elk river to the Alabama State line, the track has been laid; leaving a gap of 12 miles only to be completed. The work upon this portion of the road is in a fair state of forwardness. By the terms of the contract it is to be finished in March next. Madry Ridge tunnel has been driven 557 feet on the north-side, and 339 feet on the South, leaving 337 feet yet to be pierced. A large amount of work remains to be done to the distance penetrated, to prepare it for the track. The approaches were also incomplete. It is, however, in such a state that nearly all the work can be carried on together. The tunnel will probably be completed in April, so that the track can be finished in May next. The bridge over the Elk river was to have been completed in December last. The iron was all made at the Cambria Iron Works, Johnstown, Pa., and is a superior quality of American manufacture. The spikes and fastenings were furnished by the Tredegar Iron Works, Richmond, Va., and are of the best quality, and most improved kind.

The amount expended for local work construction, during the year, was	$123,015 68
Previously expended	241,084 11
	$364,099 79
For Elk river bridge	29,635 26

The cost of local work to Pulaski was not accurately determined. The original estimate, not including ballast, was $358,660 05

The actual cost has been reduced to about	275,000 00
Showing a difference of about	$83,660 05

This saving has been effected by modifying and increasing the grades of the road—the maximum being 68⅔ feet per mile. The diminished cost will enable the company to ballast the road with broken stone in a very thorough manner. About 14 miles of road-bed have been ballasted in Maury Co., and 9 miles in Giles, leaving 10 miles still to be ballasted in Pulaski Co.

There are several large bridges on the line of the road: one over Robertson's Fork, 120 feet long; three over Richland Creek, one of 160 feet, and two of 180 feet each; and one of 50 feet over Pidgeon Roost Creek.

The company have two first class locomotives on the road; another is to be delivered during the winter. They are from the Rogers' Locomotive Works, and are very superior machines, not excelled by any in Tennessee. They have also one passenger and baggage car, twelve platform, seven box, and three track-laying cars.

The amount expended for track and equipment during the year was	$248,663 46
Add amount previously expended	279 95
Total cost of track and equipment	$248,943 41
Add amount expended for local works	364,099 79
Elk river bridge	29,635 26
Total amount expended	$642,678 46

The receipts from all sources during the year were $146,288 32; and the disbursement, $143,376 23—leaving a balance of $2,912 09.

The means of the company have been derived from the following sources:

Capital stock	$493,152
State Loan	325,000
Construction bonds	27,308
Contractors	52,087
Other items	37,054
	$934,601

Disbursements—

Graduation and masonry	$364,099
Rails	196,244
Equipment	28,364
Uncollected stock	139,861
Elk river bridge	6,635
State loan interest, etc.	47,423
Other items	131,975
	$934,601

The office of the company is at Columbia, Tenn. The officers are:

THOMAS MARTIN, *President.*
JOHN BAIRD, *Treasurer.*
A. ANDERSON, *Chief Engineer.*
D. J. JOHNS, *Superintendent.*

Central Ohio Railroad.

We have the report of this company for the year ending July 31, 1859.

The road has been in the hands of a receiver since the 1st day of May last, at the suit of the trustee under the 1st and 2d mortgages.

The receipts from passenger the past year have been, $234,861; freight, $318,613; mails, etc., $44,159. Total, $597,633. The earnings for the previous year were:—From passengers, $230,696; freight, $291,035; mails, etc., $48,369; total, $570,100; increase for the year $27,530. The current expenses for the same period have been $451,891, or 76 per cent. of the gross receipts. The extraordinary repairs, consisting of improvements in the road-bed, additional machinery, etc. etc., have been $74,386. Making the entire expense of working the road for the year $526,277, or 88 per cent. of the gross earnings.

There were paid during the year, $80,276 on account of interest, due prior to August, 1857.

The capital account is stated as follows:—

LIABILITIES.		
Capital stock		$1,628,355 87
Bonded Debt.		
First mortgage bonds, due Feb'y 1, 1861	$450,000	
First mortgage bonds, due May 1, 1864	800,000	
		1,250,000 00
Second mortgage bonds, due Sept. 1, 1865	$800,000	
Less deposited as collateral,	11,000	
		789,000 00
Third mortgage bonds, sinking fund, due April 1, 1858	$950,000	
Less deposited with trustees as basis for sinking fund	$100,000	
Less deposited as collateral to bills payable	823,000	
	923,000	
		27,000 00
Fourth mortgage bonds, sinking fund, due July 1, 1876.	$1,365,800	
Less deposited with trustees as basis for sinking fund	$200,000	
Less deposited with agents to fund debts	30,800	
	230,800	
		1,135,000 00
Income bonds due 1857, '58, '59 and '60 amount issued	$1,172,200	
Less amount deposited as collateral	600,200	
		572,000 00
Less amount issued to Muskingum county, due Jan. 1, 1862		100,000 00
Unfunded or Floating Debt.		
Due to dividends, and dividend and interest scrip, interest on stock		32,628 95
Individual accounts		26,396 69
Bills payable		1,126,458 60
Due to individuals on account of expenses, etc.		750 49
Due to connecting roads on account passengers, prior to May 1		440 42
Balance of transportation accounts.		122,401 45
		$6,810,432 47

ASSETS.		
Construction		$5,350,443 24
Do. amounts chargeable to do.		229,065 22
		$5,579,508 46
Real estate, depot grounds and machine shops		132,339 53
Office furniture at stations		1,676 17
Machinery, locomotives, cars, etc.		788,664 28
		$6,502,248 44
Advances on real and personal estate security	$40,003 52	
Advances of capital stock as collateral to bills payable	30,350 00	
		70,353 52
Trustee of Harris Farm, Bellaire	$17,208 43	
In suspense	1,078 66	
Individual accounts	82,557 69	
Bills receivable	5,362 69	
Stock in C. W. & Z. R.R. Co., deposited as collateral	100,000 00	
133 shares of stock C. O. R. R. Co., in hands of agent	6,132 89	
		162,340 36
Third mort. sink'g fund	$18,550 00	
Advances on account of locomotives purchased,	26,150 80	
Due from individuals, applicable to payment of expenses, etc.	4,897 57	
Due for mail transportation to May 1	8,522 73	
Due from other roads, on account freight and passengers to do.	995 35	
In hands of the Receiver to August 25	9,811 48	
Suspended debt	6,562 22	
		75,490 15
		$6,810,432 47

The above statement presents the substance of the Report. Considerable sums are still required to be expended to make the road what it should be.

The result is an unpromising one. The road earns a fair sum for its mileage—$4,200 per mile, but its extravagant management leaves little or nothing for its owners. Of its cost $5,100,000 is represented by debts. To pay 7 per cent. on this sum would require $357,000. The road ought, and under good management, could probably be made to pay $250,000 *net*. But this result is not likely to be realized, so long it remains in the hands of a *Receiver*, whose trust is coupled with no personal interest, and to whom the success of the road must necessarily be a matter of comparative indifference. The best course to be pursued, for all parties, is to sell the road for the first three mortgages, amounting to $300,000. In the hands of *owners* it would, probably, be able to meet the interest on this sum. Unless something of the kind be done, we fear the annual expenses will continue to keep pace with the receipts.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending January 10, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s—85	and int.
Covington and Lexington, 2d Mortgage	7s—65	
Ohio & Miss., E. D., Construction	7s—22½	
Cinc., Ham. and Dayton, 2d Mortgage	7s—85	
Indianap. & Cincinnati, do. do.	7s—76	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 62½
Columbus and Xenia	82
Little Miami	82½

Louisville and Lexington Railroad.

We understand that it is in contemplation to bring a proposition before the Kentucky Legislature to so amend the charter of the Louisville and Lexington Railroad as to enable that company to purchase the Lexington and Big Sandy road, which is now in an unfinished condition.

The Lexington and Big Sandy Railroad was intended to connect the Kentucky roads at Guyandotte, Va., with the Covington and Ohio Railroad; and if completed, will form the most direct connection by mail for the trade centering at Louisville, between the East and West.

Panama Railroad.

Statement for the year ending December 31, 1859.

Balance to credit "Income Account," after dividend, Jan'y 6, 1859, per statement.		$529,041
Add excess of receipts over estimate for portion of December, 1858		6,068
		$535,109
RECEIPTS from Dec. 31, 1858, Dec. 31, 1859:—		
For passengers	$1,068,832	
For freight (merchandise)	537,689	
For freight (treasure)	153,877	
For mail transportation	100,000	
For baggage	18,952	
For miscellaneous, wharfage, light money, etc.	6,095	
Earnings for the latter part of December, not yet received —estimated at	40,000	
	1,925,444	
Total		$2,460,554
DEDUCT—Interest on 1st mort. bonds (£450,000), with exchange and commission	$150,694	
Interest on 2d mortgage bonds (£225,000), with exchange and commission.	70,770	
Interest on convertible bonds, July 1, $38,000, at 3½ per cent.	$1,155	
Do. Jan. 1, $27,000	945	
	2,100	
Running expenses	416,819	
Premium of exchange on remittances to meet bonds, paid in London, Dec. 1.	73,158	
Office expenses	25,207	
Appropriated to cover depreciation in iron, ties, buildings, etc.	40,000	
New-Granadian Government—proportion mail receipts	10,000	
	795,748	
Balance		$1,664,806
Dividend No. 14, paid July 1, on $4,967,000, 6 per cent.	$298,020	
Dividend No. 15, payable Jan. 3, 1860, on $4,973,000, 6 per cent.	298,380	
New-Granadian Government, proportion, 3 per cent. on do.	17,892	
Appropriated to sinking fund.	100,000	
	714,292	
Surplus income after dividend, Jan. 3, 1860		$950,514
Balance as above.		$950,514
Sinking fund and accumulations		260,962
Total		$1,211,476

Out of which the company have paid during 1859:—

For stock North Atlantic Steamship Co.	$500,000
For steamer Guatemala	150,000
On account of bonds, due Dec. 1	550,000
Total	$1,200,000

All the company's interest in steamers is covered by marine insurance, excepting the Columbus, valued at $25,000.

The cost of the road, per construction account, closed January, 1859, is $8,000,000

Against which there are—

Capital stock		$4,973,000
Convertible bonds		27,000
Sterling bonds, due 1865	1,250,000	
Do. do. 1872	1,150,000	
Total		$7,400,000

Toledo and Wabash Railroad.

The Committee appointed at the meeting of the Directors of the Toledo and Wabash Railroad Company, on the 2d of December, to consider the financial position of the Company, and its probable revenues for the year, and to recommend such measures relative to the interest due and to become due on the Second Mortgage Bonds as in their opinion may be proper and expedient under the circumstances, have reported that, having investigated the accounts, they find that the present outstanding liabilities of the Company are as follows:

FUNDED DEBT.

First mortgage bonds of the Toledo and Illinois Railroad Company, principal due August 1st, 1865		$900,000 00
First mortgage bonds of the Lake Erie, Wabash and St. Louis Railroad Company, principal due Aug. 1, 1865		2,500,000 00
		$3,400,000 00
Interest payable Feb. 1, and Aug. 1:		
Second mortgage bonds of the Toledo and Wabash Railroad Company, principal due November 1, 1878: interest 1st May and November	$1,000,000 00	
Second mortg. bonds of the Wabash and Western R. R. Co., principal due Nov. 1, 1878; interest payable 1st May and November	1,500,000 00	
	$2,500,000 00	
Less bonds unissued, held by the Co.	154,500 00	
		2,345,500 00
		$5,745,500 00
Notes given for coupons due Aug. 1, 1857, and Feb. 1, 1858, on 1st mortgage bonds, with interest, due Nov. 1, 1860	$16,079 16	
Do. due Nov. 1, 1861	16,079 16	
Do. do. 1862	16,079 16	
Do. do. 1863	16,079 15	
Do. do. 1864	16,079 15	
	$80,395 78	
First mortgage coupons due Aug. 1, 1857, and Feb. 1, 1858, unfunded	63,315 00	
		143,610 78
Floating debt, exclusive of arrears of interest	$145,499 78	
Less available assets	99,719 92	
		55,779 96
Arrears of interest 1st mortgage bonds	$119,000 00	
Arrears of interest 2nd mortgage bonds	82,092 50	
		201,092 50
Total debt		$6,146,088 24

Of these liabilities, the Committee state that the following must be provided for during the current year:

Balance of floating debt		$55,779 96
Arrears of interest on 1st and 2d mortgage bonds		201,092 50
First instalment on notes given for 1st mortgage coupons, due August 1, 1857, and Feb. 1, 1858	$16,079 16	
First instalment on unfunded coupons	12,663 00	
		28,742 16
Interest on notes for funded coupons, and on unfunded coupons, 1st mortgage		10,059 75
Interest due Feb. 1 and Aug. 1, 1860, on 1st mortgage bonds		288,000 00
Interest due May 1, and Nov. 1, 1860, on 2nd mortgage bonds		164,185 00
Total		$697,859 37

The probable revenue for the current year is shown by the following statement of earnings and ordinary expenses for the year ending August 31, 1859:

Passenger earnings		$239,651 09
Freight earnings		482,775 27
Mail and express earnings		40,081 88
		$762,508 24
Expenses of all kinds, exclusive of interest on debt, partly estimated		438,711 07
		$323,797 17
Interest on total debt for the year:		
First mortgage bonds, $3,400,000	$238,000 00	
Second mortgage bonds, $2,345,000	164,185 00	
Notes given for first mortgage coupons and unpaid coupons, $143,710 73	10,059 75	
		412,244 75
Deficiency		$88,447 58

It is represented that the traffic of the road throughout the year was unfavorably affected by the failure of the crops, and the general stagnation of business consequent upon the revulsion of 1857; that in view of the gradual revival of activity in all branches of business, and the large crops of the present year, a material increase of gross earnings during the coming spring and summer, may be confidently looked for from the sources of traffic which have heretofore existed, and that an important addition thereto would be made by the opening, before the 1st of January, of the Logansport, Peoria and Burlington Railroad. The Committee regard the following as a prudent, and as far as it is practicable now to furnish such—a reliable estimate of the probable net revenues of the Company for the current year, commencing 1st December, 1859, and ending 1st December, 1860:

Earnings	$950,000
Expenditures, $40,000 per month	480,000
Net earnings	$470,000

—exceeding the annual interest on the entire funded debt, by the sum of $57,755 25. In order, however, to give to the first mortgage bondholders that priority to which they are equitably entitled, and relieve the Company from the hindrance to the efficient operation of the road, caused by the non-payment of the floating debt (consisting principally of temporary loans, and arrearages on the wages of operatives), the Committee recommend that the cash means of the current year be appropriated to the payment of—

Arrears of interest on first mortgage bonds	$119,000 00
Interest due 1st Feb. and 1st August, on 1st mortgage bonds	238,000 00
Interest on notes given for funded interest, and on unfunded coupons, and instalment of principal thereof, due 1st November, 1860	38,801 91
Floating debt	55,779 96
Total	$451,581 87

and that the second mortgage bondholders are requested to fund their coupons due 1st November, 1859, and 1st May and 1st November, 1860, amounting to $246,277 50. In recommending this measure, the committee, consisting entirely of holders of second mortgage bonds, and representing a large proportion of the whole amount thereof, have no hesitation in expressing their confident belief that it is the best mode of promoting the interests of their fellow-bondholders.

The Committee recommend that bonds shall be issued for the coupons funded, on the following conditions:

1st. The bonds shall be of the denominations of $105, $525, and $1,050, dated on the 1st of May, 1860, and bear interest at 7 per cent. per annum, payable semi-annually in the City of New York, on the 1st of May and 1st of November in each year, and the principal also payable in said city on the 1st of May, 1865, with the privilege to the Company, on giving sixty days' public notice in one or more newspapers published in the city of New York, to redeem all or any of the bonds at any time previous to their maturity.

2nd. As security for the punctual payment of the principal and interest of these bonds, the coupons for which they are issued, shall be deposited with one or more Trustees (appointed by the Board of Directors) who shall countersign the bonds, and keep a registry thereof, indicating the numbers of the coupons for which each is issued.

3rd. The Company shall pay to a Commissioner (appointed by the Board of Directors), on the 1st day of June, 1860, and monthly thereafter the sum of $2,500 out of its current revenues, after payment of the necessary expenses for the operation and maintenance of the road and appurtenances, as a sinking fund for the payment and extinguishment of the principal of the bonds now proposed to be issued.

4th. It shall be the duty of the Commissioner, on the receipt of each of said monthly payments, to purchase, and not exceeding par and accrued interest, as many of the bonds now proposed to be issued as may be necessary to absorb the amount of money in his hands belonging to the sinking fund.

At a meeting of the Directors of the Company, held December 28, 1859, it was

Resolved, That the Report of the Special Committee, relative to the interest on the 2d mortgage bonds, is hereby approved and ordered to be entered on the minutes; and that the officers of the Company are hereby directed to take all necessary steps to give its recommendations full effect, by preparing and executing bonds in conformity therewith; said bonds to be countersigned by the Trustee, with whom the coupons shall be deposited, and signed by the President and Treasurer, who are hereby authorized to affix the seal of the Company thereto, and to issue the same to the 2d mortgage bondholders as soon as a majority thereof have signified their willingness to receive them in exchange for their interest coupons due 1st November, 1859, and 1st May and 1st November, 1860.

Resolved, That Blakeley Wilson is hereby appointed the Trustee with whom the coupons shall be lodged, and the Commissioner of the Sinking Fund, to whom the monthly instalments thereof shall be paid by the Company in conformity with the recommendations of the report.

Railroads of Wisconsin.

POUGHKEEPSIE, Jan. 2d, 1860.

EDITOR RAILROAD JOURNAL.

DEAR SIR:—Enclosed I send you an Act past by the last Legislature of Wisconsin, which has an important bearing on the foreclosure of railroad mortgages in that State.

As Eastern parties have commenced proceedings of foreclosure against several railroads in Wisconsin, the publication of this Act in your JOURNAL at this time may be of service. I am informed by good legal authority this law is binding on trust deeds or mortgages of railroad property executed before its passage as well as those after.

Yours truly,

C. H. ROBERTS.

AN ACT to amend chapter seventy-nine of the revised statutes, entitled, "Of Railroads."

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

§ 1. Section thirty-eight of chapter seventy-nine of the revised statutes is hereby repealed.

§ 2. In case of any sale of any railroad, or of any portion of any railroad, with its appurtenances, property, right of way, franchises, and privileges, or any of them, under and by virtue of any trust deed or mortgage, now executed, or that may be hereafter executed, upon the same, such sale, when made in accordance with the provisions contained in such trust deed or mortgage, shall be absolute, unless the said company, or any subsequent encumbrancer, shall, within one year from and after the date of such sale, redeem said railroad and property so sold, by paying or depositing the amount of the purchase money on such sale, and the cost of such sale, and the interest thereon, at the rate of ten per cent. per annum, with the trustee or party making the sale, or with the court in which the decree ordering said sale is entered; and any such sale shall not be required to be made in accordance with any other law of this State for the sale of real estate under the foreclosure of mortgages, or otherwise.

§ 3. The party so redeeming shall pay to the purchaser or purchasers at such sale, the value of all substantial and necessary improvements made by such purchaser or purchasers after the sale, whether in the further construction of said road, or for the better use and enjoyment of the same, with interest thereon, as hereinbefore provided, within sixty days after the value of such improvements has been agreed upon between the parties interested. And in case they cannot agree, the same shall be determined by three commissioners, who shall be competent engineers, and who shall be appointed by the chief justice of the Supreme Court, on the application of either party interested, on ten days notice of such application.

§ 4. It shall be the duty of such commissioners, immediately after their appointment, to proceed to ascertain and appraise the value of such improvements, under oath, in such manner and upon such testimony as they may deem proper, and with all possible dispatch to report the result of their deliberation, together with all evidence taken by them, to the clerk of the court where the decree of sale was entered; and in case the sale is made by virtue of any provision in such trust deed or mortgage, such determination and report shall be filed with the clerk of the Supreme Court. The decision of any two of such commissioners, so filed, shall be final and conclusive between the parties, as to the amount to be paid for such improvements.

§ 5. Upon depositing the sum of money named in such report with the clerk of the Circuit or Supreme Court, as the case may be, the person so redeeming shall be entitled to the full possession, enjoyment, and occupancy of said road.

§ 6. The provisions of sections two, three, four and five of this act, in so far as they authorize any redemption after the sale of any railroad, or any portion thereof, with its appurtenances, shall not be applicable to any mortgage heretofore executed by the Chicago, St. Paul and Fond du Lac Railroad Company, but the sale of the railroad of said company, when made in accordance with the provisions contained in any trust deed or mortgage now a lien upon the same, shall be absolute and final.

§ 7. This act shall take effect and be in force from and after its passage.

Approved March 1, 1859.

Railroads of Michigan.

The Detroit *Advertiser*, in its annual commercial review, gives an elaborate statement of the railroads of Michigan, of which we present the following abstract:

MICHIGAN CENTRAL RAILROAD.
J. W. BROOKS, Boston, *President.*
ISAAC LIVERMORE, Boston, *Treasurer.*
WILLIAM BOOTT, Boston, *Auditor.*
R. N. RICE,, Detroit, *Gen. Supt.*
C. H. HURD, Detroit, *Ass't Supt.*
JOHN HOSMER, Detroit, *Gen. Freight Agt.*

Monthly earnings for the year ending December 1st, 1859:

Months.	Passengers.	Freight.	Miscellaneous.	Total.
December..	$57,954	$66,862	$5,291	$130,108
January ...	50,090	46,059	5,236	101,386
February ..	48,029	49,831	5,098	102,959
March.....	77,837	68,715	5,311	151,864
April.. ...	73,855	63,791	5,496	143,143
May.....	70,246	51,406	5,492	127,145
June	67,510	46,767	5,492	119,770
July.....	62,118	40,493	5,492	108,803
August	70,053	72,740	7,572	150,366
September .	93,594	111,751	5,491	210,837
October....	89,198	131,386	5,493	326,077
November..	69,394	106,829	5,493	181,617
Total.	$829,783	$856,834	$66,963	$1,753,580
Last year.	1,028,854	955,484	72,202	2,056,541

DETROIT, MONROE AND TOLEDO RAILROAD.
RANSOM GARDNER, Detroit, *President.*
H. H. BROWN, Detroit, *Secretary and Treasurer.*

This road connects Detroit and Toledo, intersecting the main line of the Michigan Southern Railroad at Monroe Junction. It is 64 miles in length, and was opened for traffic January 1st, 1857. It is now leased to the Michigan Southern and Northern Indiana Railroad Company, by whom it is operated.

MICHIGAN SOUTHERN RAILROAD.
GEORGE BLISS, Springfield, Mass., *President.*
WM. SAVAGE, Toledo, *Treasurer.*
F. E. WORCESTER, N. Y., *Secretary.*
JOHN J. ADAM, Tecumseh, Mich., *Auditor.*
JOHN D. CAMPBELL, Adrian, *Sup't.*
J. NOTTINGHAM, Chicago, *Gen. Freight Agent.*
D. P. PHELPS, Syracuse, N. Y., *General Ticket Agent.*
L. P. KNIGHT, *Local Agent.*

Monthly Earnings for years ending December 1, 1858 *and* 1859.

	1857-'8.	1858-'9.
December	$144,188 81	$139,432 56
January	106,761 90	104,179 19
February	97,312 96	106,059 29
March.....	160,612 86	142,454 07
April.....	206,505 60	144,512 46
May	187,799 76	137,518 27
June	180,137 01	122,105 04
July	149,606 78	102,027 29
August	202,709 28	149,879 66
September	224,775 97	181,133 48
October.....	198,215 93	214,468 66
November	168,009 56	184,532 96

DETROIT AND MILWAUKEE RAILROAD.
C. J. BRYDGES, Hamilton, C. W., *President.*
C. C. TROWBRIDGE, Detroit, *Secretary.*
W. K. MUIR, Detroit, *General Sup't.*
J. A. ARMSTRONG, Detroit, *Gen. Freight Agent.*
B. BRISCOE, Detroit, *Master Mechanic.*
J. L. MCALPINE, Detroit, *Chief Engineer.*
S. E. PITTMAN, Detroit, *Accountant.*

Monthly Traffic.—Receipts for the years ending November 30, 1859.

	1858-'9.	1857-'8.
December	$31,089 39	$23,342 75
January	25,143 04	18,522 49
February	24,747 62	16,184 34
March.....	36,130 09	21,520 21
April.....	44,303 09	31,279 75
May	42,057 57	29,017 35
June	45,107 04	24,934 23
July	42,224 01	26,626 57
August	53,058 34	31,570 60
September	68,006 04	49,215 80
October.....	73,707 97	46,149 53
November	55,364 91	36,529 69
	$540,939 11	$354,843 32

DETROIT AND PORT HURON RAILROAD.

Or, to call it by its right name, the Chicago, Detroit and Grand Junction Railway.—This line of road is 58 miles in length, extending from this city to Port Huron. It forms an extension to the Grand Trunk Railway of Canada, and is under the same general management. The road was opened for traffic on the 21st November, a little more than a month ago, and has since been remarkably well patronized. From November 21st, to Dec. 21st, 1,058 passengers and 7,916,409 lbs. of freight were forwarded from this city by it. The passenger receipts for the same time reach $2,120 84.

The officers of this portion of the road are as follows:

T. E. BLACKWELL, *President.*
T. S. STEVENSON, *Secretary and Treasurer.*
WALTER SHANLEY, *Superintendent.*
T. D. HALL, *Gen. Freight and Ticket Agent.*
J. D. HAYES, *Station Agent,* Detroit Junction.

Of the Canada road the following are the officers:

Hon. JOHN ROSS, *President.*
T. E. BLACKWELL, *Managing Director.*
WALTER SHANLEY, *General Manager.*
J. M. GRANT, *Secretary.*
C. R. CHRISTIE, *Sup't Western Division.*

Total length of road open, 1,073 miles.

GREAT WESTERN RAILWAY.
C. J. BRYDGES, *Managing Director.*
THOMAS REYNOLDS, *Financial Director.*
W. C. STEPHENS, *Secretary.*
J. PEACOCK, *Assistant, Sup't Western Division.*
THOS. BELL, *General Freight Agent.*
H. SHACKLES, *Auditor.*
JULIUS MOVIUS, *General Agent for the U. S.*
WM. J. SPICER, *Agent at Detroit.*

Monthly Traffic for the year ended November 30, 1859.

Months.	Pass'gers and sundries.	Freight and live stock.	Total 1859.	Total 1858.
Dec. 1858.	$84,964	$75,181	$160,144	$209,108
Jan. 1859.	72,054	55,848	127,902	194,117
February.	68,470	63,485	131,955	138,638
March ...	100,428	85,765	186,193	206,667
April	104,888	57,331	162,219	226,098
May	104,164	42,376	146,539	172,548
June	103,956	37,066	141,022	155,889
July	84,056	33,552	117,607	146,249
August...	107,387	42,560	149,947	153,658
Septemb..	122,079	65,822	187,901	212,904
October ..	122,573	84,203	206,774	203,050
Novemb. ..	101,201	78,248	179,461	175,828
Totals..	$1,176,222	721,438	1,897,66	21,288 7o0

Southern Pacific Railroad.

President FOWLKES advertises in the N. O. *Crescent* that sealed proposals for the construction of twenty-five miles of road west of Marshall, Texas, to be let in sections of one mile each, and monthly payments to be made in cash, the work to be done, including grading, cross-ties, track-laying, culverts, &c., will be received at the office in that town until the 20th of January, the day of letting.

Railroad Earnings.

The earnings of the Galena and Chicago Union Railroad, for December, were:

	1858.	1859.	
Freight..	$50,021 40	$56,613 89	Inc.. $6,592 49
Pass'g'rs.	30,239 95	22,373 87	Dec.. 7,866 08
Mails, &c.	6,820 87	4,000 00	Dec.. 2,820 87
Total..	$87,082 22	$82,987 76	Dec.. $4,094 46

Corrected earnings for the previous month, $123,-907 01.

The earnings of this road for the past four years have been as follows:

	December.	Entire year.
1859	$82,987	$1,364,700
1858	87,082	1,547,561
1857	86,635	2,117,354
1856	113,189	2,450,011

The earnings of the Michigan Southern Railroad, for December, were:

	1859.	1858.
Passengers	$52,258 44	$57,862 51
Freight	87,390 80	64,733 45
Mails	4,583 41	4,635 14
Miscellaneous	5,046 28	12,496 14
Total	149,978 93	$139,727 24

Increase, $10,251 69. The miscellaneous last year was partly received from the Michigan Central, and making allowance for this, December shows a gain of $18,000. The earnings of the road the past four years show:

1859	$1.740,054	1857	$2,233,744
1858	2,015,749	1856	2,714,848

The earnings of the Michigan Central Railroad in December were:

1859	$132,948 84
1858	130,108 51
Increase	$2,840 33

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for the month of December, 1859, compared with the same month of last year:

	1858.	1859.
Passengers	$11,034 59	$9,064 76
Freight	35,973 07	34,471 42
Other sources	1,686 85	1,540 17
Total	$48,694 51	$45,076 32
Decrease		$3,618 19

The receipts of the New York and New Haven Railroad, for December, were:

Passengers	$82,297 81
Freight	13,500 00
Total	$95,797 81
Due other roads	25,478 40
Balance	$70,319 40
For 1858	66,250 22
Increase	$4,069 18

The traffic of the Great Western Railway of Canada for the week ending Dec. 30, 1859, was as follows:

Passengers	$14,423 59
Freight and live stock	18,310 83
Mails and sundries	1,410 57
Total	$34,144 49
Corresponding week of 1858	32,802 26
Increase	$1,342 22

The December earnings of the Macon and Western Railroad were $46,740 40
December, 1858 87,666 59
Increase $9,078 81

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 24, were $57,466 18
Week ending Dec. 25, 1858 37,147 27
Increase $20,318 86
Total traffic from July 1st $1,320,166 67
Same period last year 1,142,856 17
Increase $177,310 50

The earnings of the Little Miami and Columbus and Xenia Railroad, for December, compare as follows:

December, 1859	$99,586 26
December, 1858	94,670 91
Increase	$4,915 34

The December earnings of the Wabash Valley road were as follows:

Passengers	$17,165 57
Freight	25,562 87
Miscelleneous	3,316 66
Total	$46,095 10

The following are the earnings of the Chicago, Burlington and Quincy Railroad for December, 1859:

Freight	$57,768 10
Passengers	22,485 07
Mails and miscellaneous	1,781 98
Total	$81,985 15
Operating expenses, estimated	50,000 00
Net earnings	$31,985 15
Gross earnings per mile	$512 42

Earnings between Chicago and Burlington, 210 miles, for December, 1859:

Freight	$64,989 77
Passengers	26,453 02
Mails and miscellaneous	2,088 93
Total	$93,481 72

Earnings between Galesburg and Quincy, 100 miles:

Freight	$17,566 23
Passengers	9,275 55
Mails and miscellaneous	854 33
Total	$27,695 61
Total for 310 miles	$121,177 33
Earnings in December, 1858	113,672 06
Increase in December, 1859	$7,505 27
Gross earnings per mile	$390 89

The receipts of the Grand Trunk Railway of Canada, for the week ending December 31, 1859, were $53,777 11
Corresponding week last year 33,506 24
Increase $20,270 86
Total traffic from July 1, 1859 $1,373,943 78
Do. for same period last y.. 1,176,362 42
Increase $197,581 36

The net receipts of the Harlem Railroad Company for the month of December, were as follows

1858	$93,188 28
1859	94,553 65
Increase	$1,365 37

The earnings of the Cleveland and Toledo Railroad for the first week of Jan'y were $16,641
In 1859 13,803
Increase $2,838

The following is a statement of the earnings of the Cincinnati, Hamilton and Dayton Railroad Company, for December, 1859, as compared with the same month last year:

December, 1859	$57,359 29
Do. 1858	47,826 83
Increase in 1859	$9,532 41

Annexed are the earnings of the Milwaukee and Mississippi Railroad in December:

	1859.	1858.
Freight	$43,156 05	30,384 83
Passengers	11,178 66	20,696 58
Mails	1,335 41	2,384 41
Total	$56,170 12	$53,415 82
Increase		$2,754 30

Journal of Railroad Law.

LIABILITY OF A COUNTY, ON BONDS GIVEN FOR, SUBSCRIPTION TO A RAILROAD.

(Continued from p. 15.)

It cannot be possible that, after the vote has resulted in favor of subscription and before it has been made that no change in the affairs or prospects of the road could occur, which would not release them from the duty of making such subscription. The legislature must have intended to invest the county judges and Common Council with the discretionary power of imposing conditions to the county or city subscription, so far as it might be necessary to protect their interest and secure the faithful application of the amount subscribed. If, however, the law is peremptory to compel the subscription for the full amount and leaves the agents of these bodies without any discretion when the vote has resulted in favor of subscription, any conditions they might impose would have no binding effect, nor would any imposed by the voters be binding. The legislature has given them the control over the stock when issued, and has given them the discretionary power to issue the bonds whenever the interest of the county or city may in their judgment require it. Considerations of policy could not have induced the Legislature to withhold a discretion in making such subscriptions, as these powers delegated are as important as that of making the subscription of the whole or any part of the sum authorized by a vote; and that the Legislature intended to withhold such a discretion we are unable to believe, and until they employ different language from that used in the fourth section of this act, we cannot so hold.

Until the county or city has subscribed there is no privity between the road and county or city. It is the contract of subscription which compels the subscriber for stock to pay his money, and the company to issue to him shares of their stock. Until the county subscribes for shares of their stock, the company hold no obligation on the county, and cannot by tendering shares of stock compel them to subscribe or to issue bonds, nor have they any power to compel the road to issue to them shares of their stock. Until the subscription is made, it is entirely at the option of the road whether they will permit such subscription. Before the subscription is made no obligation exists between the parties. Nor can the vote be treated as an agreement between the county and the road beyond what the law has peremptorily required to be performed. When the vote was taken and resulted in favor of subscription, it only amounts to a delegation of power to the Super-

visors to make the contract of subscription as the law then authorized them to do. The road was no party to this vote, and have no more right to insist upon the execution of the power thus delegated than they would have in case an individual were to authorize an agent to subscribe for stock in their road, and who should refuse to exercise the power for his principal.

In the case of Fulton County against the Wabash and Mississippi Railroad Company *ante*, this Court held that the law did not authorize the submission of a proposition for subscription of a gross sum, to two roads in the same submission, in such a manner that the voters had no option to vote for the one and against the other. This submission was made in that manner. It is proposed to subscribe one hundred thousand dollars, one fourth to this and three-fourths to another road, and the voter, however much in favor of subscription to one and opposed to the other, was compelled to vote either for or against the entire subscription. That case is decisive of this, and we deem it unnecessary again to discuss the question in this case.

We are, for these reasons, of the opinion that the relators have failed to show a case by their petition which entitles them to the relief prayed, and that the demurrer to the return should be sustained to the petition. The writ of mandamus is refused.

IMPROVEMENTS.—ADOPTION OF THEM BY RAILROAD COMPANIES.

In the case of Smith *vs.* the New York and Harlem Railroad Company, recently decided in the New York Court of Appeals, and which we noticed in a recent number, there is a decision in relation to the adoption of the new improvements which are constantly being brought to light in the progress of the age, and which by actual experience become now to be truly valuable improvements. The law does not compel a corporation to adopt every improvement which enthusiastic inventors may deem important. But when an invention has really demonstrated itself to be well adapted to the purposes it was intended to accomplish, when its superiority above the old methods is certain, and the community in general have adopted it, then, if the invention or improvement is such as will tend to promote in any way the safety of the community, the law enjoins upon the corporation the duty of adopting it. And if they neglect to do so, and parties receive injuries by reason of, or on account of such neglect, the law throws the responsibility upon the corporation and compels them to respond in damages to the party injured.

The plaintiff in the case referred to was the wife of an engineer in the service of the New York and New Haven Railroad Company. This company, between Williams' Bridge and New York City, runs its trains over the track of the New York and Harlem road. It was admitted by the pleadings that the defendants' track was thus used, under some arrangement between the two companies, under which the defendant received a compensation for such use, and was bound to keep the road in good order, supplied with proper switches, watched and adjusted by the defendants' servants, as well for the trains of the New Haven Company, as for its own.

The complaint averred, among other things, that the defendant permitted a switch of an insufficient, improper and unsafe character to be used at Melrose upon the portion of the track used by both companies, and a train of the New Haven Company under the conduct of the deceased as engineer, was thrown from the track and killed.

Upon the trial before Mr. Justice Woodruff, there was evidence that at the place where the accident occurred, there was a "short switch" and that a different construction known as the frog and guard rail, is so greatly superior, in point of safety, to the short switch, that the latter has generally been discarded on railroads, and the former adopted in its place.

The judge charged the jury that if there was a want of reasonable skill and prudence on the part of the defendant, in the construction of its road at the place of the accident, or a neglect on its part to adopt a useful improvement in the construction of the switch, by which improvement the danger of accident could be materially reduced, which improvement was known to the defendant, and in its power to apply, the defendant was liable, if such omission caused the accident, unless the deceased was also guilty of negligence concurring to cause the result. But this rule, he continued, does not require the defendant to adopt or apply every new invention, nor any invention the utility of which is in doubt; on the contrary, to do that might itself be culpable. The obligation to use a new invention only arises when such improvement has been proved and found to be valuable as a means of promoting safety, and that is known to the defendant, and the improvement is within its power so as to be reasonably practicable. To this portion of the charge the defendant took an exception.

The jury, in answer to the specific question, Did negligence on the part of the defendant, in not providing a proper switch, also cause the accident without negligence on the part of the deceased? answered in the affirmative.

The plaintiff had a verdict and judgment, which was affirmed on appeal, at general term, and the defendant appealed.

On this point the opinion of the court was as follows:

SELDEN, J.—It is equally clear that the Judge was right in that portion of the charge which related to the construction of the road.

It was satisfactorily proved, that, if what the witnesses call the frog and guard rail had been used at the place where the train ran off, instead of the short switch, the accident in all probability would not have happened. Nearly all the witnesses regarded the former as a valuable improvement upon the short switch, and as adding greatly to the safety and security of the trains. It had been adopted, according to the testimony, previously to the accident, upon nearly all the roads in the country, and had even been substituted, in many places, for the short switch upon the defendants' own road.

It has been held that railroad companies are bound to avail themselves of all new inventions and improvements known to them, which will contribute materially to the safety of their passengers, whenever the utility of such improvement has been thoroughly tested and demonstrated Hegeman *vs.* the Western Railroad Company, 3 Hem. 9,). Undoubtedly this rule is to be applied with a reasonable regard to the ability of the company, and the nature and costs of such improvements; but within its appropriate limits it is a rule of great importance, and one which should be strictly enforced. A stronger case for the application of the rule than is here presented, could scarcely arise. The improvement related to a part of the apparatus of the road which is the source of numerous accidents. Its utility was undoubted and the expense trifling.

The defendants had themselves recognized its value. If the principle should ever be applied, therefore, it should be applied here. The defendants were clearly in default for permitting the short switch to remain in use upon the road, especially at a place where there was a somewhat unusual complication of switches. The judge was fully warranted, therefore, in submitting this question of negligence to the jury, even if he would not have been authorized to assume, as matter of law, that the company had neglected their duty in this respect. The language in which this part of the charge was couched was appropriate, and I discover no error in it.

The judgment was confirmed, all the judges concurring.

Virginia--Population and Valuation.

From the report of the Auditor of Virginia for 1859, we gather the following figures, exhibiting the population and wealth of that State:

Population in 1859	1,658,190
Whites	1,087,918
Free Negroes	59,118
Slaves	511,154

Increase of population since 1850, 236,529. As follows:

Whites	193,118,	or about 22 per cent.
Free Blacks	4,785,	" 8 "
Slaves	38,626,	" 8 "

Of the 511,154 slaves in the State, 444,795 are contained in the Tide-water and Piedmont districts, and but 66,359 for the Valley and trans-Alleghany districts.

Of the free blacks, 51,498 are residents of Eastern, and only 6,620 of Western Virginia. So that the total black population of Eastern Virginia is 496,293, or about 10,000 more than the total white population; and the total black population of Western Virginia, 72,979, or less than one eighth of the white population of that district.

Eastern and Western Virginia are both embraced within the same parallels of latitude; but the greater elevation of Western Virginia is regarded as equivalent to a difference in latitude of three or four degrees. The climate of Western Virginia is therefore of about the same temperature with that of Pennsylvania.

The total value of real estate in Virginia is assessed at	$374,989,888
Of slaves, at $612 63 each	313,148,275
Of other property	355,827,765
Total assessed value	$1,043,965,928
Add 20 per cent. to obtain real value, and the result is	1,143,676,987

—as the actual valuation of the real and personal property of the State. This sum, divided between 1,087,918 persons—which is the number of white inhabitants of the State—gives to each $1,051 25.

The entire debt of the State is $29,000,000; revenue of the State from taxes and licenses, $3,-120,000—of which Eastern Virginia pays $2,009,-000, and Western Virginia, $1,111,000.

The debt of the State has been increased for internal improvements. For every railroad chartered by the State, she subscribes three-fifths of the capital stock. This gives to the State a controling interest in all these works.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	p. c
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	50,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	.....	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	.....	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	—	.....	.....	.....	.....	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	.....	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	....	....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	11	19	212	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	....	—	7	15	178	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	—	—	—	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	—	—	—	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	172,369	70,487	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '58	62.2	—	63.8	—	29	72	368	New York and New Haven	4,593,698	661,547	—	3,000,000	2,219,062	79,722	5,582,071	74.0	432,024	932,550	231,560	3	....
31 Mar. '58	59.0	7.0	....	—	—	—	—	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	.....	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	.....	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	45.1	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	....	—	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	.....	.....	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '50	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,571	3,750,000	199,851	—	5,977,106	229.0	790,016	1,633,947	794,343	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	96,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	105
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	.....	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	....
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	158.0	—	....	75.0	....	....	.....	Chicago and Northwestern	.....	.....	.....	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,051	7,543,104	228.4	.....	1,407,846	629,029	—	62½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	64½
-- -- '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	58
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	....
-- -- --	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	....
-- -- '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	49
31 Dec. '58	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,325	—	....
-- -- '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
-- -- '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	.....	.....	.....	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,318	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	—	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	99.0	37.5	....	85.0	10	9	135	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	....	....	.....	Mexican Gulf	682,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	864	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '58	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	.....	.....	.....	23.0	...	...	...	Penobscot	308,413	.....		180,000	143,678	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,560,000	51.3	141,664	208,299	104,029	6	91
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	71¼
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	109
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	16½
								MASSACHUSETTS.													
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*		600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	26.8	1.8	43.6	—	20	26	544	Boston and Lowell	2,239,253	183,345		1,830,700	440,000	21,965	2,619,210	28.6	274,055	407,399	166,109	6	99½
31 May, '59	74.3	7.4	50.8	—	30	39	540	Boston and Maine	3,847,004	368,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,657	7½	105½
31 Dec. '57	74.5	—	2.1	—	...	...	...	Boston and New York Central	3,622,203	69,941		2,241,000	374,550	1,299,039	3,923,319	74.5	.....	88,483	7,052	—	.....
30 Nov. '58	43.5	12.0	22.8	—	22	27	200	Boston and Providence	3,333,807	191,175		3,160,000	195,220	.....	3,862,710	55.5	292,649	527,764	259,176	6	105
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	437,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,270	6	103½
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	144,600	114,417	.....	47.2	78,282	106,846	49,483	—	.....
30 Nov. '58	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558	20,000	1,591,100	223,000	28,000	.....	75.4	158,815	238,390	90,877	2	69
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,134,475	456,523	262,102	2,858,400	2,105,500	172,218	5,128,719	100.5	373,641	663,135	319,526	—	56¼
30 Nov. '58	19.9	1.3	2.8	—	...	...	...	Essex	742,592	4,416		299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,295	—	40½
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	350,149		3,540,000	.....	131,453	3,863,710	67.7	303,392	572,987	278,555	6	97
30 Nov. '58	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	293,658	40,226		210,000	64,200	66,735	.....	26.0	35,557	35,476	12,849	6	.....
30 Nov. '58	9.0	—	9.0	—	...	...	...	Grand Junction (Boston)	.....	.....		.....	.....	.....	.....	9.0	.....	.....	.....	—	.....
30 Nov. '58	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	598,299	.....		292,651	200,000	105,649	.....	ope	r. by N.	H. & N'h	23,294	—	.....
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	.....	12.4	22,455	42,784	18,540	3	.....
30 Nov. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684		600,000	.....	.....	.....	14.6	123,395	180,085	71,505	8	105
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906		500,000	.....	12,600	.....	21.5	52,220	137,914	28,968	—	.....
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,086	59,096		220,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	.....
30 Nov. '58	8.6	—	0.4	23.4	...	...	...	N. York and Boston Air Line	416,133	.....		223,176	673,210	4,643	.....	8.6	18,093	16,606	1,647	—	.....
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503		3,015,100	161,500	30,935	3,748,970	87.3	365,197	551,399	257,060	6	105½
30 Nov. '58	18.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	ope	r. by We	stern.	27,000	6	.....
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,534,911	254,565		1,550,000	300,000	46,500	1,897,369	43.4	199,895	270,402	110,344	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543		243,305	226,900	.....	.....	16.9	29,822	50,856	.....	—	.....
30 Nov. '58	21.9	—	.....	—	...	...	...	Stockbridge and Pittsfield	444,600	4,100		448,700	.....	.....	450,000	ope	r. by Ho	usaton.	31,499	7	.....
30 Nov. '58	7.1	—	.....	35.5	...	...	...	Troy and Greenfield	329,741	.....		288,428	169,000	9,854	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343		2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	11½
30 Nov. '58	173.4	—	94.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,713	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,700,293	809,363	8	107½
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961		1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5¼	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	...	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,598		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
.. .. ..	.....	—	.....	—	...	...	...	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	.....	—	.....	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	38
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,007,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	6½
.. .. ..	.....	—	.....	89.8	...	...	...	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
.. .. '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,120	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....			—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	14,438,612	*		1,770,612	8,768,000	900,000	11,438,612	206.8	.....	603,777	333,442	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,904		2,620,080	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
.. .. ..	.....	—	.....	—	...	...	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....		166,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,506	34.5	334,532	459,659	128,366	8	53½
30 Sep. '59	46.8	—	.....	—	...	...	...	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	.....
31 Mar. '59	14.6	—	.....	—	...	...	...	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	...	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern Mass.		—	56½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	...	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	68,577	8	81½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	45½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,082	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	...	...	...	Belvidere Delaware	3,173,285	*		1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	5,376,795	*	5,972,076	3,708,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,787,970	*		656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	.....
.. .. '59	—	—	.....	2.6	...	...	...	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	...	...	...	New Jersey	3,225,532	313,295		3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,067	10	125
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	13.5	—	.....	—	...	...	...	Paterson and Hudson	630,000	.....		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	...	...	...	Paterson and Ramapo	350,000	.....		248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	...	...	...	Warren	1,568,713	*		968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	5¾	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	—	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	—	—	ope	r. by W	estern.	—	6	—
30 Sep. '58	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	—	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	16,530	23,554	9,204	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	—	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	—	87.8	356,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	—	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	—	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	—	—	—	—	—	—	—	ope	r. by Re	ceivers.	—	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	—	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	49,519	58,207	10,840	6	—
30 Sep. '58	144.0	—	106.5	—	57	107	537	Hudson River	10,146,617	1,182,372	—	3,758,466	8,842,000	455,003	—	150.0	700,224	1,626,412	594,639	—	41½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
31 Mar. '59	84.0	2.5	....	8.5	19	34	185	Long Island	2,211,659	354,611	1,000	1,852,715	639,497	144,566	—	101.5	213,414	334,038	111,531	—	11⅜
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	75
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	29,909,749	4,148,885	973,083	11,000,000	26,371,511	1,707,575	39,079,086	495.0	3,000,369	5,151,616	1,086,575	—	8½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	8½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	—	1,494,000	—	—	121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	660,919	100,462	—	396,340	197,000	16,415	—	35.9	68,845	115,990	61,347	8	—
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottedam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	—	75.4	98,688	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	—	46.2	89,380	208,223	33,946	3	—
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	—	18.4	32,980	37,280	18,590	2	—
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	—	—	ope	r. by Ren	s. & Sar.	30,150	2½	—
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	—	54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	—	—	—	—	—	—	—
30 Jun. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	—	81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,587	—	568,297	797,500	231,083	—	27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	—	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	—
								NORTH CAROLINA.													
.. .. '58	96.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
.. .. '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
.. .. '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
.. .. '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '58	137.0	—	....	—	41	39	508	Central Ohio	5,578,518	806,633	106,133	1,627,906	3,869,300	1,252,440	6,894,557	141.0	—	570,092	164,697	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	58
.. .. '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	238,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	430	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	95
31 Dec. '58	67.0	—	....	18.0	—	—	—	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	—	237,108	142,855	—	—
31 Dec. '58	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,338,114	620,532	523,000	3,000,000	1,367,000	119,812	4,858,932	96.6	402,935	1,251,537	596,948	15	—
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	208.5	643,413	772,093	332,093	4	64
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	19½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	88,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	80
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	880,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
.. .. '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	80
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.8	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,097,090	2,134,000	439,261	5,508,357	206.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
.. .. '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	—
								PENNSYLVANIA.													
.. .. '58	44.0	—	....	136.2	—	—	—	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	—	85,000	45,000	—	—
.. .. '58	21.3	29.0	....	—	—	—	—	Beaver Meadow	1,542,950	*	—	1,650,000	2,000	—	—	50.3	—	—	—	10	—
31 Aug. '59	63.5	—	....	—	—	—	—	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	....	—	11	—	—	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
.. .. ..	54.0	—	....	—	—	—	—	Dauphin and Susquehanna	—	—	—	—	—	—	—	54.0	—	—	—	—	—
31 Dec. '59	110.8	2.3	....	—	71	17	3,366	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	53
.. .. '59	36.5	—	....	—	—	—	—	East Pennsylvania	—	—	—	—	—	—	—	36.3	—	—	—	—	—
.. .. '58	19.6	—	....	—	—	—	—	Erie and Northeast	750,000	*	—	600,000	100,000	—	750,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '58	36.9	19.0	....	—	—	—	—	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	—	1,881,697	55.9	—	423,561	166,852	8	54
31 Dec. '58	35.0	—	....	41.3	—	—	—	Hempfield	1,388,168	*	—	—	—	—	—	35.0	—	—	—	—	—
.. .. '58	30.5	10.3	....	—	—	—	—	Huntingdon and Broad Top	1,181,997	*	—	—	—	—	—	40.8	—	—	—	—	—
30 Sep. '57	68.0	—	....	—	—	—	—	Lackawanna and Bloomsburg	—	—	—	—	—	—	—	68.0	—	—	—	—	—
30 Nov. '58	45.7	—	....	20.2	15	6	882	Lehigh Valley	3,276,523	*	—	1,788,000	1,500,000	800,000	—	45.7	—	441,187	268,724	6	25
30 Nov. '58	28.0	10.0	....	—	—	—	—	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	—	—	38.0	—	353,101	255,930	9	—
.. .. ..	8.0	21.0	....	—	—	—	—	Mauch Chunk and Summit H.	—	—	—	—	—	—	—	—	—	—	—	—	—
.. .. ..	13.0	74.0	....	—	—	—	—	Mine Hill and Schuylk. Haven	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	55.6	10.1	....	—	16	14	513	North Pennsylvania	4,987,321	353,516	—	3,086,710	2,714,500	391,606	6,197,816	65.7	—	296,894	162,071	—	36½
31 Dec. '58	330.0	56.0	300.0	—	209	99	2,345	Pennsylvania	21,853,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987	386.0	—	5,185,330	2,163,445	6	73½
31 Dec. '58	19.7	—	....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061	—	—	—	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	10	—
30 Nov. '58	147.4	4.0	....	—	142	58	5,638	Philadelphia and Reading	19,396,868	2,121,019	20,180	11,737,041	12,195,950	111,314	24,044,305	197.4	—	2,510,751	1,310,952	8½	42½
.. .. '58	33.0	—	....	—	—	—	—	Philadelphia and Sunbury	1,348,812	*	—	600,000	1,200,000	—	—	33.0	—	89,535	53,385	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	....	—	...	...	—	Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. & Amboy		7	....
30 Nov. '58	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	5	....
31 Oct. '57	48.0	—	....	80.0	...	...	—	Pittsburg and Connellsville	2,285,606	*		1,931,173	1,100,000	513,403	2,644,756	48.0	.....	57,838	4,740	—	....
.. .. '59	10.3	—	....	127.5	...	...	—	Pittsburg and Erie	.....							10.3				—	....
31 Dec. '58	467.0	—	....	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,280,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658	—	....
30 Sep. '57	31.0	—	....	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
.. ..	25.0	—	....	—	...	...	....	Schuylkill Valley	.....			.....	.....	.....	.....	25.0	.....	.....	.....	—	....
1 Jan. '59	40.2	—	....	230.9	...	...	....	Sunbury and Erie	5,517,841	37,933	—	3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	....
.. .. '58	29.7	—	....	—	...	...	....	Tioga	1,093,263	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Mar. '59	78.0	—	....	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
.. .. '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
.. .. '58	30.0	—	....	—	...	...	....	Cleveland and Chattanooga	867,210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	46.7	—	....	—	...	...	....	Edgefield and Kentucky	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '58	110.8	—	....	—	...	...	....	East Tennessee and Georgia	3,376,943	*	—	1,289,155	1,910,688	278,319	3,501,197	110.8	.....	264,959	156,195	—	....
30 Jun. '58	130.3	—	....	—	10	15	95	East Tennessee and Virginia	2,529,418	117,512	—	629,800	1,968,950	406,659	3,041,940	130.3	.....	191,196	95,231	—	....
30 Jun. '58	271.0	28.0	....	—	...	...	....	Memphis and Charleston	5,276,573	699,776	109,066	2,258,115	2,594,000	837,992	6,354,752	299.0	.....	1,330,812	778,036	—	....
.. .. '59	82.0	—	....	48.3	...	...	....	Memphis and Ohio	3,200,000	*	—	.....	.....	.....	.....	82.0	.....	.....	.....	—	....
30 Jun. '59	—	—	....	73.0	...	...	....	Memphis, Clarksv. & Louisv.	195,364	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '59	48.1	—	....	24.8	4	3	48	Mississippi Central and Tenn.	1,023,470	*	—	309,562	624,500	118,659	1,052,721	48.1	.....	.....	43,436	—	....
30 Nov. '58	34.2	—	....	—	2	3	21	McMinnville and Manchester	565,459	*	—	140,097	406,000	.....	565,459	34.2	run by	Nash. &	Chatta.	—	....
30 Nov. '58	151.0	8.0	....	—	38	20	323	Nashville and Chattanooga	3,733,472	*	160,000	2,262,405	1,674,000	85,944	4,121,557	193.2	.....	641,552	279,267	3	....
.. .. '58	—	—	....	172.8	...	...	....	Nashville and Northwestern	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '58	43.6	—	....	68.3	...	...	....	Tennessee and Alabama	935,697	*	—	309,754	626,889	83,037	.....	43.6	.....	55,775	29,405	—	....
.. .. '59	15.0	—	....	9.5	...	...	....	Winchester and Alabama	.....	.....	.....	.....	.....	.....	operated	by	Nash. &	Chatt.	.....	—	....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. .. '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. .. '59	45.0	—	....	31.0	...	...	....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,091,443	35.0	.....	76,958	.....	—	....
.. .. '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. .. '59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,704	6,392,141	119.6	395,762	354,288	81,561	—	....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun. '59	47.0	—	2.8	—	...	...	....	Vermont and Canada	1,360,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	53
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	....
31 Aug. '59	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b. Troy	& Bost.	55,858	—	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	...	...	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar. '59	79 .2	—	....	—	...	...	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	....
30 Sep. '59	103.5	—	....	—	8	...	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '58	112.5	9.1	4.5	36.0	12	16	101	Orange and Alexandria	4,339,375	*	—	1,899,329	1,480,500	371,590	5,134,475	97.6	150,538	258,875	151,872	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,067	80.5	.....	310,988	186,085	5	....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	...	...	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	....	14.3	2	1	13	Richmond and York River	488,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	....
30 Sep. '59	178.0	17.0	....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,698	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep. '57	32.3	—	....	—	...	...	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,000	10,815	—	....
								WISCONSIN.													
.. .. '59	55.0	—	....	16.0	...	...	....	Kenosha and Rockford	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,666,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	2
.. .. '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
.. .. '58	10.0	—	....	55.0	...	...	....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	...	...	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	....
.. .. '59	60.0	—	....	—	...	...	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	968,746	60.0	.....	.....	.....	—	....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
31 Dec. '58	48.7	—	....	—	...	...	....	Panama	8,000,000	*	—	4,967,000	3,033,000	—	8,000,000	48.7	.....	1,898,932	1,448,623	12	127

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	----
" "	700,000	6	1880	84
" "	1,128,500	6	1875	86
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	*'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	----
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	---	1885	----
4th Mortgage (S. F.)	1,339,250	---	1876	----
Income (1858, '59 and '60)	1,238,200	---	var.	----
Income (iss. to Muskingum Co.	100,000	---	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	83
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1861	----
Special (Sunbury and Erie)	500,000	---	------	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	57
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	----
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	70
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1859, 60, '62, '63)	210,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
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------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	89
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	700,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,784	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'68	93
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	98
Hartf'd, Providence and Fishkill:				
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------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	99
3d Mortgage	1,840,000	7	1875	----
Convertible	1,002,000	7	1877	----
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,685,000	7	1875	85
Construction	4,115,000	6	1875	95
Free Land	3,000,000	7	1860	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		83
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,496,000	7	1868	
2d Mortgage	2,000,000			
3d Mortgage	1,500,000			
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		93
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	40
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
*N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	
Premium Consolidated Stock	8,000,000	6	1883	90½
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	95
2d Mortgage	2,000,000	7	1859	92
3d Mortgage (convertible)	6,000,000	7	1871	
4th Mortgage (convertible)	3,715,000	7	1880	49
5th Mortgage	1,253,500	7	1883	79
Unsecured (convertible)	3,423,000	7	1871	28
Unsecured (convertible)	3,001,000	7	1862	24
Sinking Fund	3,925,500	7	1875	24
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	965,000	6	1866	91½
1st Mortgage	929,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			87
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	612,500	6		76
2d Mortgage	1,587,500	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	750,000		1859	
1st Mortgage Sterling	1,250,000		1865	90
2d Mortgage Sterling	1,000,000		1872	
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
For Canals, etc.	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	900,000	7		
1st Mortgage (1858-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91
Mortgage	1,572,800	6	1860	91
Mortgage (convertible)	886,000	6	1860	91
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	78
Mortgage (convertible)	3,586,500	6	1886	
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1878	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1865	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	90
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1860	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
§2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie:				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	55
2d Mortgage (convertible)	2,000,000	7†	'68–'70	----
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	404,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----	---	------	17
2d Mortgage	----	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1850 to 1863)	168,382	7	var.	----
----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
----	----	---	------	----
----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, January 14, 1860.

Pacific Railroad.

We see that Mr. Gwin, U. S. Senator from California, has again moved in the Senate, his bill for a *Pacific Railroad*. It is the old story of mail pay not exceeding $500 per mile per annum and a bonus in the shape of lands; the road to be let out to the lowest bidder.

As we have often remarked, all such propositions are nothing but jesting with the subject. There are no considerable bodies of land of any value on the route. If there were, experience has proved them to be of very little use in supplying means to construct a railroad. It is a preposterous idea that settlers on the frontier can, in addition to their own wants, contribute, by the purchase of lands, a sum sufficient to construct a railroad that must cost $100,000 per mile. In the States of Illinois and Iowa, for example, they may possess great prospective value, but in these a railroad through them must be built long before they can be paid for.

The first step to be taken in any sensible plan is to ascertain the *route* to be adopted—the best route *commercially*, and for cheapness of construction. This will have to be done before the work is commenced, and every year that Congress delays to ascertain these facts, just so long is the realization of the project postponed. But Congress evinces no disposition to go sensibly to work. The result will probably be several attempts and as many failures, till experience teaches wisdom.

It is the proper function of the Government to ascertain the best *route*. This being accomplished, its next duty will be to supply the *means* for construction. These, for a long time at least, can come from no other source. It is idle to proceed upon any other hypothesis. The road would be unproductive at least during the period of its construction —say from 12 to 15 years. What capitalist is going to embark his money in an enterprise where he must wait so long a time without the hope of getting a penny in return, with a probability, to say the least, that the whole may be lost. To show what a laborious and difficult task it is to construct railroads in new countries, we need only refer to the State of Missouri, which, in conjunction with the city of St. Louis, has for ten years past been busily to work upon *her* Pacific Railroad, which, after a great struggle, is completed 168 out of the 300 miles. In this instance, the State and City had to supply nearly all the means, and will have to supply the balance, if the road is to be completed. Yet here is a road running through the oldest settled part of the State, having every prospect of being productive on its cost. If such a *road* cannot be built, (with a land grant), without State aid, how can one through a desert of more than 1,000 miles in extent, uninhabited and uninhabitable? The idea is preposterous.

The truth is a great many members of Congress desire the road without having the courage to meet the question presented. They are not yet prepared to take the only step that leads to success, for fear they may espouse the *unpopular* side. They consequently delude themselves and their constituents with the most nonsensical propositions, which do very well for the time, because their absurdity cannot immediately be demonstrated. Mr. Gwin's proposition is precisely of this character. If he wants the road, he is taking exactly the course to postpone its completion. If he does not want it, he cannot so effectually accomplish his object as by keeping to the course he is now pursuing.

Wilmington, Charlotte and Rutherford R.R.

We learn from the Wilmington *Herald* that "work upon this road is progressing quite rapidly —between 25 and 30 miles being laid with iron, and in pretty fair running order. The road when finished will be a good and substantial one. The grading and embankment appears to have been worked according to railroad rules for such things, and the cross-ties, though rather far apart at present, are of substantial make, and will do service." This road, when completed will be 184 miles in length, commencing at Wilmington, and running in a direction north of west, via Lumberton, Rockingham, Charlotte and Lincolnton, to Rutherford. The whole line lies in North Carolina. It is all under contract, and every effort is being made to complete it at as early a day as possible. It is being constructed under direction J. C. M'Rae, Esq., Chief Engineer.

Wooden vs. Iron Bridges.

MR. EDITOR:—In your JOURNAL of the 10th of December, page 809, and of the 24th of December, page 853, appears two articles, the one an extract of the annual report of the Alexandria, Loudoun and Hampshire Railroad; the other, headed: "Bridges on the Grand Trunk Railway of Canada." In both of these articles it has been attempted to show that wooden bridges are more economical than iron bridges, not only at first cost, but were in the long run.

The figures and arguments set forth in those arcles, may be satisfactory enough to the writers thereof, and to the superficial reader; but the Engineer who takes into consideration all the facts bearing upon the subject, and who possesses sufficient knowledge of the first cost of wooden and iron bridges and the expenses of maintaining them, will arrive at very different conclusions, and as this is a matter of considerable importance to the railroad interest of the country, it is but proper that erroneous statements, made in one of the leading journals, should not remain uncorrected.

The case cited in the article on page 853, and upon which the conclusion as to the first and ultimate economy of wooden bridges is based, is one not of general application. A wooden bridge of 150 feet span is stated to cost $6,000, or $40 per foot lineal, and the iron bridge of the same span is said to cost $30,000, or $200 per lineal foot. Now, if an iron bridge of 150 feet span is to cost as much as that, nothing is clearer than that iron bridges should never be built upon this continent. Fortunately, however, our American engineers, not being wedded to the English tubular plan, understand how to build iron bridges of the same and of greater strength than the best wooden bridge for $50 and $55 per foot, or from $7,500 to $8,250 per span of 150 feet. At such prices, the comparison of cost of wooden and iron bridges will be somewhat different.

The average time a wooden bridge lasts is about 8 years. If its first cost is $6,000, and it requires rebuilding 8 years after its construction, then the cost of the new structure will be $6,000, plus compound interest for 8 years=$3,628 26, plus cost of new structure=$6,000, making in all $15,628 26.

The iron bridge at that time costs $8,250, plus the compound interest on that sum for 8 years=$4,988 88, or $13,238 88, showing a difference of $2,389 38 in favor of the iron bridge after the first 8 years.

But this is not all. We have estimated for the reconstruction of the wooden bridge only $6,000 and the reconstruction was to be required after the expiration of 8 years, while the facts with which every one who ever had charge of keeping wooden bridges in repair is familiar, is this: that the reconstruction commences three or four years after the bridge has been built, and that it cannot be done at the rate of $40 per foot as in the original construction, but that it costs at the lowest estimate more than twice that amount.

It is generally the case, that after three or four years some of the sticks in a wooden bridge require replacing. It is very difficult and expensive to take out a stick while the trains have to run over the bridge. Expensive scaffolding has often to be resorted to, and the mere preparations to replace one or two pieces of defective timber are often more costly than the required repairs. It is difficult to estimate the exact cost of thus keeping wooden bridges constantly in good order, and unfortunately our railroad reports do not show an exact account of the cost of each bridge on the road; but every one, who has any practical knowledge of the subject, can judge from its nature, that the reconstruction of a wooden bridge, under all the disadvantages under which it has to be done, cannot cost less than double the cost of original construction. Hence it is safe to say, that a wooden bridge of 150 feet span, costs in round figures, $21,000, eight years after construction; while an iron bridge costs only $13,000 in the same period of time.

But this is not all. A wooden bridge requires constantly a watchman at about $360 per year, which is equal to the interest on a capital of $6,000. An iron bridge being proof against fire needs not to be watched. Hence, if the question is simply one of "first cost and maintenance," then, from the day the wooden bridge is built, its cost must be considered equal to $12,000, ($6,000 for cost proper, and the cost of watchman equal to a loan of capital of $6,000,) while the iron bridge costs only $8,520.

But this is not all. Wooden bridges are often destroyed by fire in spite of the watchmen, as we can see almost daily from newspaper reports. The loss of a structure in that way is not to be estimated by the original cost of it, for there is the loss occasioned by the interruption of the traffic for days and weeks—the cost of erecting and maintaining temporary works until a new structure can be prepared, etc.

There are few roads which have not severely felt the uncertainty of wooden bridges, and few managers of railroads, if they were only allowed to take the ultimate good of their company into consideration, would ever erect another wooden bridge. But they are forced by necessity to adopt the cheapest expedient to get a road in running order and money-making condition, disregarding for this time the consequences. And, as a *temporary expedient*, wooden bridges will do well enough, but when it is attempted to show that they are "*the very thing*," we must solemnly protest.

IRON.

Coal Trade of Pennsylvania.

The statistics of the coal trade of 1859, given in the Philadelphia *Mining Register*, show a coal tonnage from the three anthracite districts of Pennsylvania exceeding the coal tonnage carried by the same lines in 1858, almost one million tons.

The exact increase being	976,639 tons.
Add to this the increase in the tons sent from the Broad Top and Barclay fields	37,700 tons.
And the increase in Eastern Pennsylvania is	1,014,339 tons.

If to this be added the increased consumption in the mining districts, and the increased tonnage on two unreported roads to local markets, we may safely claim for Eastern Pennsylvania, for 1859, an increase of eleven hundred thousand tons of coal.

Northeast and Southwest Ala. Railroad.

The Tuscaloosa *Monitor* publishes a long and interesting letter from Mr. Rhodes, Chief Engineer of the Northeast and Southwest Railroad, embodying a proposition from Mr. Scott, an experienced railroad builder, to complete the road, and urging upon the friends of the enterprise to come forward and enable the Directors to close with his liberal offer.

Mr. Scott proposes to execute all the unlet work on this road, from one end to the other, including trestle work, bridging, cross-ties and culverts, for half cash and half in the first mortgage bonds of this company. The bonds to be taken at par—all work below Tuscaloosa to be all done in the year, 1860—all work below the Tombigbee river to be done in time for track-laying, come when it may, and all work above Tuscaloosa to be done in two years from the 1st of January last. He requires, as a condition to this proposition, that certain work contracted for by the Messrs. Dearing and Dr. Drish, shall be embraced therein, and these gentlemen have agreed to relinquish their contracts accordingly. The Chief Engineer says:

"That there is no obstacle opposing the completion of this road in three years, other than our not having on hand or pledged to us, the sum of $450,000 or $500,000 in cash, with which to meet the cash demands of Mr. S.'s proposition. I assume that the iron will be purchased by Mr. Deane as soon as our bonds and mortgage are prepared and placed in his hands, if Mr. Scott is engaged here. Mr. Deane assures me that he has no doubt of this fact. He speaks advisedly, because he has investigated the matter closely and constantly since last August. He accompanied Mr. Scott out here and spent several days with me. He is satisfied of our speedy success, if this proposition be accepted. He has a very decidedly good prospect for obtaining the iron for the Wills Valley road in this country, and thinks it can be done in time to enable that road to begin track-laying in the spring. He was authorized by one iron establishment in Virginia an offer to furnish this road with chairs (if of cast iron) for our bonds, which is equal to a sale of over $200,000 of our bonds, and has some reasonable hope of contracting for bolts, spikes, and possibly for some of our engines for these same bonds."

So, it appears, that if the sum of $500,000 in cash can be raised, the whole road will at once be prosecuted rapidly to completion.

Philadelphia and Reading Railroad.

The following statement of the business of this road for the year ending November 30, 1859, is from the annual report of the company, just submitted to the stockholders:

RECEIPTS OF THE ROAD.		
From travel, 379,406, equal to 126,076 through passengers		$318,846 19
Freight on merchandise, 334,609 3-10 tons		474,887 67
Freight on coal, 1,632,931 11-20 tons, at 1.15 35 cents		1,883,685 12
United States mail		19,618 00
Miscellaneous receipts		27,256 37
		$2,724,293 35
EXPENSES.		
Transportation	$899,221 73	
Roadway	233,578 07	
Drawb'ks and allow'ces.	143,380 79	
		1,276,180 59
Net profit for the year		$1,448,112 76
INTEREST ON BONDED DEBT.		
Coup's to 1st Jan., 1860.	$701,094 00	
Interest on bonds and mort., real estate	31,227 00	
Total Int. for the year	$735,321 00	
RENEWAL FUND.		
5 cents per 100 tons on 404,553,694 tons transported 1 mile during 12 months, end'g Nov. 30th, 1859	202,296 84	
		937,617 84
Dividend fund for the year		$510,494 92
Which has been disposed of as follows, viz:		
Sinking fund, loan 1836 60.	$25,000 00	
Sinking fund, loan 1849 70.	75,000 00	
Sinking fund, loan 1856 86.	50,000 00	
	$150,000 00	
State tax on capital for 1859	16,828 02	
Dividend on preferred st'k 7 per cent. on $1,551,800	108,626 00	
Accrued interest on reserved divid'ds, p. stock	12,104 04	
		287,558 06
Reserved fund, 1859		$222,936 87

During the past year there has been a general improvement in the business of the company. Every department shows an increase in the quantities carried and in the receipts, while there has been a general reduction in the cost of transportation and other expenses.

A comparison with the business of 1858, shows the following results, viz: In merchandise an increase of 146,880 2-10 tons carried, $138,972 73 in receipts, and $67,842 56 in profit.

In coal, an increase of 90,284 14-20 in tons carried, $17,991 71 in receipts, $97,192 57 in profit.

In travel, an increase of 93,753 in passengers, $46,166 48 in receipts, and a decrease of $11,901 57.

Mails and miscellaneous receipts have increased $10,411 52.

Transportation expenses have been decreased 7.55 cents per ton of coal carried; 20.58 cents per ton of merchandise carried, and increased 24.05 cents per through passenger.

The net amount of freight and toll received from coal averaged, in 1858, 120.94 cents per ton carried. In 1859, 115.85 cents per ton carried, and the per centage of all expenses, except Renewal fund, to gross income from all sources was, in 1858, 47.80 per cent.; in 1859, 46.85 per cent., including Renewal fund; the per centage in 1859 was 54.26 per cent.; in 1858, 55.07 per cent.

The following comparative statement, which includes receipts and expenditures of every description, shows an increase of $117,785 50 in the net profit for the year, viz:

1859.		
Gross receipts		$2,724,293 35
Expenses	$1,276,180 59	
Renewal fund	202,296 84	
		1,478,477 43
Net profit		$1,245,815 92
1858.		
Gross rec'ts	2,510,750 91	
Expenses	1,199,798 35	
Ren'l fund.	182,922 14	
	1,382,720 49	
Net profit		1,128,030 42
Increase		$117,785 50

The dividend fund for the year is shown as follows, viz:

Amount of net profit	$1,245,815 92
Less interest on bonded debt	735,321 00
Dividend fund	$510,104 92

—equal to 4.35 per cent. on $11,737,041 42, the capital stock of the company. Last year it was $383,329 42, equal to 3½ per cent. on the capital.

The income of the year has been appropriated as follows viz:

Amount of profit		$1,448,112 75
Less of renewal fund		202,296 24
Net profit		$1,245,815 92
From which deduct for—		
Interest on bonds	$704,094 00	
" mortgages	31,227 00	
		735,321 00
Dividend fund		$510,494 92
Which has been disposed of as follows:		
To sinking fund	$150,000 00	
Taxes	16,828 02	
7 per cent. dividend declared on Preferred Stock, to be paid hereafter	108,626 00	
Interest on Preferred Stock dividends of former years	12,104 04	—287,558 06
Balance carried to reserved fund		222,936 86
The amount at the credit of reserved fund at the end of 1858, was.		111,314 79
Add amount of surplus this year		222,936 88
		$334,250 67
Deduct amount carried to expense account, to make losses and depreciations		106,171 64
Present amount of reserved fund		$228,069 03
The appropriation to renewal fund out of the income account, has this year amounted to the sum of.		202,296 84
Add balance unexpected in 1858		12,713 89
Together		$215,010 73
Of which there has been expended this year (as per detailed statement)		208,417 32
Leaving a balance applicable to next year		$6,593 41

During the past year there has been expended on the Lebanon Valley Branch, to complete depot at Harrisburg | $13,661 16
In new turnouts and sidings | 16,919 30
In settlement of land damages | 44,799 06
Together | $74,779 48

Making the present cost of the Branch $4,490,755 84. Full details of the working of the branch are given in statement R., annexed to this report.

The result is as follows: Total number of passengers carried, 103,144, equal to 43,410 carried the whole length of the Branch; total tonnage of every description, 311,826 tons.

Gross receipts	$206,828 08
Working expenses	94,208 28
Profit on the Branch	$112,619 85
Add amount earned on the Main Line from the same business	134,168 30
Together	$246,798 15

—equal to 5½ per cent. on the total cost of the Lebanon Valley Railroad.

It has been deemed preferable to ask for an extension of the term of payment of the bonds maturing in 1860, than to attempt a negotiation of those due in 1886, which were created in 1857, to be specially reserved for this purpose. By an extension, all the rights of the mortgages are retained, unimpaired, and the security remains the first liens upon the property of the company. New sheets of ceupons will be issued, and it is proposed to pay to the holders a bonus of ten per cent. This proposition, it is expected, will prove acceptable to the holders of the bonds, which will continue to be, as they have always been, among the best railroad securities in the country.

As this extension will render any further issue of 1886 bonds unnecessary, measures have been taken to insure the cancelment of those on hand, and to record a deed reducing the amount of the mortgage to the amount of bonds actually in circulation, viz: $3,586,500.

In asking for this extension, it would appear desirable that some action should be taken to secure the gradual extinguishment of the bonded debt of the company. The managers therefore recommend that an increase should be made to the existing sinking funds, to be applied annually to the purchase and cancelment of bonds on the best terms they can be procured, so long as this can be done at or under par.

The following resolutions were offered:

Resolved, That the report of the Board of Managers, this day presented and read, be, and the same is hereby accepted, approved and adopted.

Resolved, That the Board be, and they are hereby authorized, in their discretion, to carry into effect any of the measures proposed in their report.

Resolved, That the Board are hereby authorized to enter into such contracts as they may deem advisable for working connecting roads.

Resolved, That the mode of adjusting the bonds due July 1st, 1860, proposed by the managers, is hereby ratified and confirmed, and they are requested to take such means as they deem proper to carry the same into effect.

Resolved, That the Board of Managers are hereby authorized to make the extension from Harrisburg to Dauphin, and adopt such measures to secure the prompt completion of the same as they deem proper.

Resolved, That the sum of $140,000 of the future net profits of the company, after payment of the sum necessary for the extension of the bonds due in 1860, the completion of the road to Dauphin, the car loans, the necessary rolling stock and improvements on the line of the road, and all the liabilities of the company except the bonded debt not matured, be set aside in each year as a sinking fund, (in addition to the $150,000 already provided) and shall be appropriated to the purchase of such of the bonds of the company for which no sinking fund is already provided and established, in order of the priority of the mortgages given to secure such bonds, so long as they can respectively be obtained at or under par, and the bonds so purchased shall be forthwith canceled.

Resolved, That inasmuch as the sinking fund provided by the foregoing resolution will appropriate the profits of the company to the extent named in liquidation of debts, therefore,

Reselved, That an amount of common stock be created annually, in lieu of the sum thus appropriated, equal to the par value of the securities so purchased and canceled. The stock so to be created and issued shall be distributed annually at par to the Preferred Stock if or to the extent that the profits shall not be adequate to the payment of the dividends due on such stock in cash; but if so sufficient, then to the common stock until the rate of dividend thereon equals that of the preferred stock, and any surplus thereof to preferred and common stock, according to the rights of the holders thereof respectively.

Resolved, That the Board of Managers be, and they are hereby requested and directed to enter into such an agreement as shall make the provisions in the foregoing resolution an obligatory and binding contract of the company.

Resolved, That the matter of closing the Stock Agencies in New York and in Boston be, and the same is hereby referred to the Board.

Cleveland, Painesville and Ashtabula R. R.

We have received a report of this company. It bears date March 1st, 1859. It gives a detailed statement of the working of the road for the year ending December 31, 1858, of its general condition, the character of the assets, and outstanding debt at that time. The revenue for the year was as follows:

Receipts.		
From Passengers		$498,559 54
" Freight		557,872 48
" Mail		24,000 00
" Express		28,648 85
" Miscellaneous		7,272 60
		$1,111,353 47
Expenses.		
Repairs of Road	$124,806 61	
" Locomotives	31,710 44	
" Buildings	6,197 02	
" Bridges	352 68	
" Freight cars	22,187 55	
" Passen'r cars	15,099 28	
" Fences	1,137 51	
Freight expenses	65,548 02	
Passen'r "	58,569 88	
General "	20,499 99	
Fuel	54,957 83	
Oil and waste	9,994 79	
Watchmen and switch'n.	7,371 91	
Loss and damage	1,994 90	
Gratuities and damages.	7,936 30	
Cattle damages	570 30	
Taxes	28,737 33	
Exchange	2,128 48	
Telegraph expenses	5,493 86	
		465,296 18
Net earnings applicable to interest and dividends		$646,057 29
Interest on first mortgage bonds	$39,480 00	
Do. Second	21,210 00	
Do. Special	35,009 00	
Div., 5 per ct. July 1, '58.	150,000 00	
Div., 5 per ct. Jan. 1, '59.	150,000 00	—395,690 00
Surplus earnings for 1858		$250,367 29
Add surplus January 1, 1858		333,470 21
		$583,837 50
From which deduct—		
Extra dividend, 10 per ct. payable in scrip	$300,000 00	
Am't charged up for depreciation of road	62,861 50	
Do. equipment	75,000 00	
Do. in the value of iron on hand	29,976 00	
Amount charged up for deprecia'n on Indianapolis & Bellefont'e stk.	16,000 00	
		483,837 50
Surplus, January 1, 1859		$100,000 00

The following is the general statement of the assets and liabilities of the company, January 1, 1859;

Assets.		
Construction, includ. depot grounds, right of way, machine shops, engine house, car shop and real estate	$2,803,665 81	
Deduct, charged to income acct. for depreciation in 1856, $200,000, do. Jan. 1, 1859, $62,861 50 ..	262,861 50	
		2,540,804 31
Second track, 15½ miles completed and in use, and 22 miles graded and ready for the iron		224,236 21
Branch track to Erie harbor		43,477 44
Telegraph line		3,415 80
New bridges completed—		
Grand River	$128,330 63	
Crooked Creek	60,242 75	
Coon Creek	7,223 86	
Walnut Creek	134,606 54	
Elk Creek	269,396 43	
		599,800 11
Engines and cars	630,343 17	
Deduct charged to income acct. for depreciation, Jan. 1, 1859.	75,000 00	
		555,343 17
Sunbury and Erie R. R. stock		500,000 00
Indianapolis and Bellefontain stock	70,000 00	
Deduct charged to income account in 1856, $49,000, do. Jan. 1st, 1859, $16,000.	65,000 00	
		5,000 00
Cleveland and Pittsburg R. R. Co. 7 per cent. bonds, $2,500, cost 80c.		2,000 00
Quincy and Toledo R. R. Co. 8 per cent. bonds, taken in payment of freight, per contract, April 30, '58.		13,000 00
Indianapolis, Pittsb'g & Cleve'd R. R. Co., 7 per cent. bonds, taken in settlement of an old claim of C. C. & C., and C. P. & A. Co. against the Bellefontaine & I. R. R. Co., $3,500 at 72½		2,537 50
Bills receivable		18,966 28
Proportion of balance due the C., C. & C., and C. P. & A. R. R. Co.		16,923 34
Balances due from agents and R. R. Co's		7,623 33
Materials on hand for repairs of road	$147,101 25	
Deduct charged to income acct., Jan. 1st, 1859, for depreciation in the valuation of 3,747 tons of iron, $8 per ton	29,976 00	
		117,125 25
Materials on hand at car shop		18,811 60
Materials on hand at machine shops.		23,300 97
Fuel on hand, (paid for)		36,670 00
Balance due from P. O. Depart't		11,399 98
Balance cash in hands of Treasurer.		69,978 29
Balance cash in hands of Paymaster.		1,787 04
Total		$4,812,200 62

Liabilities.	
Capital stock	$3,000,000 00
First mortgage bonds	564,000 00
Second mortgage bonds	303,000 00
Special mortgage bonds issued to the S. & E. R. R. Co	500,000 00
Scrip issued in payment of extra dividend	300,000 00
Bills payable—balance due on Bath street property, and land purchased of James Root, (not due).	35,500 00
Frankfort Canal stock outstanding, to be redeemed	1,931 25
Dividends unpaid	2,216 12
Balance due individuals and other roads	5,553 25
Surplus earnings.	100,000 00
Total	$4,812,200 62

The following statement shows the earnings of the road for the six years ending December 31, 1858. In the column for 1853 is included the amount received for December, 1852.

	1853.	1854.	1855.
Passengers	$494,134	$480,023	$604,747
Freight	162,387	346,148	495,263
Mail	36,396	16,764	25,920
Express	.....	25,920	18,180
Miscellaneous.	.....	1,575	8,828
Total	$692,917	$870,430	$1,152,938

	1856.	1857.	1858.
Passengers	$627,261	$596,177	$498,559
Freight	636,263	603,059	557,872
Mail	24,960	24,000	24,000
Express	20,435	23,557	23,649
Miscellaneous.	12,780	4,744	7,272
Total	$1,321,699	$1,251,537	$1,111,353

The following is an abstract of freight reduced to pounds transported over the road during the years ending December 31st,—

	1853.	1854.
Merchandise & sundries	38,424,113	57,209,332
Butter	1,093,713	1,486,105
Cheese	2,795,864	2,614,322
Wool	257,927	959,303
Forest products	5,374,044	7,183,940
Building stone	.....	20,000
Grindstones	4,330	54,796
Dead hogs	6,160,259	1,826,828
Tobacco	532,689	1,014,081
Bacon, lard, & pork in bbls.	5,830,635	12,193,543
Flour	595,200	9,345,600
Wheat	269,340	1,291,800
Other grain and seed	2,460,700	5,759,500
Hogs and sheep	13,361,200	43,264,600
Cattle and horses	17,367,000	66,776,000
Locomotives	4,720,000	6,680,000
Passenger and freight cars	1,820,000	6,040,000
Tot. pounds transported.	101,217,014	223,719,744

	1855.	1856.
Merchandise & sundries.	114,468,063	177,480,114
Butter	2,987,827	3,147,633
Cheese	3,902,130	4,039,048
Wool	1,260,559	1,646,886
Forest products	8,060,007	7,879,658
Building stone	19,500	11,829,688
Grindstones	19,037	122,382
Slaughtered hogs	2,117,057	8,436,212
Tobacco	558,652	1,335,516
Bacon, lard, & pork in bbls.	34,465,707	39,656,529
Flour	29,689,200	39,580,000
Wheat	3,745,860	2,415,360
Other grain and seed	13,344,400	11,252,800
Hogs and sheep	60,908,400	61,700,600
Cattle and horses	70,687,000	105,315,000
Engines	4,960,000	6,120,000
Passenger & freight cars.	5,060,000	8,360,000
Tot. pounds transported.	356,253,399	490,317,776

	1857.	1858.
Merchandise & sundries.	208,864,159	214,582,712
Butter	3,017,919	4,745,120
Cheese	3,493,737	5,235,498
Wool	1,232,719	1,587,718
Forest products	10,371,879	8,772,042
Building stone	15,414,908	1,120,812
Grindstones	191,288	81,925
Slaughtered hogs	2,601,219	5,558,766
Tobacco	1,575,567	4,248,909
Bacon, lard, & pork in bbls.	26,215,288	35,510,070
Flour	37,544,600	32,541,600
Wheat	5,050,320	6,199,380
Other grains and seed	18,314,700	6,997,150
Hogs and sheep	59,871,600	80,718,600
Cattle and horses	88,590,000	116,874,000
Engines	5,160,000	480,000
Passenger & freight cars.	20,800,000	560,000
Tot. pounds transported.	508,309,903	525,814,297

The above outstanding funded indebtedness, amounting in the aggregate to $1,667,000, falls due as follows:

First mortgage bonds	Feb. 1st, 1861
Second " "	Oct. 1st, 1862
Special " "	July 1st, 1874
Convertible Scrip	Jan. 1st, 1880

Of the 1st and 2d mortgage bonds, $42,000 have been purchased and cancelled since the 1st of January. The $500,000 Special bonds were issued in exchange for a like amount of the capital stock of the Sunbury and Erie Railroad Company, and for chartered privileges in the State of Pennsylvania. The last issue of $300,000 was on account of accumulated surplus earnings, a large portion of which had been expended in making a second track, and in substituting stone culverts and heavy embankments in place of the trestle work across the deep chasms in Pennsylvania and at Grand River; it being deemed inexpedient to put this surplus into the hands of the shareholders by creating new stock, it was resolved to issue bonds from time to time, secured by a mortgage on the road as similar cases may occur, not exceeding in all $1,000,000; but such further issues are not contemplated faster than the 1st and 2d mortgage bonds are redeemed, or a permanent and reliable sinking fund is created therefor, without interfering with the payment of regular cash dividends on the capital stock.

Within the last three years all the deep ravines in Pennsylvania, also Grand river, in Ohio, have been permanently arched and filled, at a cost of $599,800 11. There only remains the Ashtabula and Conneaut Creeks which are of any importance that have wood structures over them; and these are in good condition, and are well protected from decay and fire, and would, no doubt, last at a moderate expense of repairs fifteen or twenty years. These can be made permanent with arches and filling in at a cost, probably, not exceeding $100,000. There is 15½ miles of second track laid, which, with the main track, is in good order. It is the policy of the Board to place it in still better condition by putting down an increased amount of re-rolled iron and re-ballasting portions of it, as it is conclusively proved that the road should be kept smooth and even, as a matter of economy. There is also 22 miles of second track graded, on which it is not proposed to place the superstructure until the business of the road is largely increased.

The rolling stock is generally in good condition, and since the charge of $75,000 to income account for depreciation, it is estimated to be well worth the amount at which it stands on the books of the company.

The officers elected at the annual meeting held August 9th, 1859, are as follows:

A. Stone, Jr., *President.*

S. Witt, *Vice President.*

H. Nottingham, *Superintendent.*

Geo. B. Ely, *Sec. and Treasurer.*

Machinery, Metals, &c., in Australia.

The Melbourne *Argus* says: "The extraordinary movement in mining companies, intending to work our gold fields by machinery, has created an unprecedented demand for machinery and the metals required for their fabrication. Not only have these advanced immensely in price, but old stocks of engines and boilers, which two months ago were utterly unsaleable, have been sold at large profits. In fact, it was to a certain extent this realizing on old consignments that induced many merchants to patronize the mining companies, which otherwise they would probably never have taken a share in, let alone fathering illegitimate projects. The demand for quartz-crushing engines continues, notwithstanding the collapse of several undertakings; and good boilers, as well as boiler-plate, are much wanted to complete orders. The price of the latter has advanced to £18 per ton, and the consumption of assorted bar and rod is in excess of the supply."

Philadelphia and Reading Railroad.

The following circular has been issued by the Reading Company in regard to their 6 per cent. loan, falling due in July next:

OFFICE PHILA. & READING R. R. Co.,
PHILADELPHIA, Dec. 28, 1859.

These bonds are secured by the first mortgages on the road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these bonds. The managers propose to extend them for a period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued. A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the company, or to its agents, for indorsement.

Forms of receipt and indorsement will be furnished on application. By order of the Board of Managers. W. H. McILHENNY, *Sec'y.*

DIVIDEND NOTICE.

NEW YORK, January 9th, 1860.
CENTRAL RAILROAD COMPANY OF NEW JERSEY

THE Board of Directors have this day declared a dividend of Two and a-half (2½) per cent. out of the earnings of the three months ending December 31st last (the close of the fiscal year as changed) payable on and after the 16th inst., at the office of the Company, No. 69 Wall st.

The transfer books will be closed until the 17th inst.

G. M. MULLIGAN, Treasurer.

Second Hand Freight Engine.

CYLINDERS, 16x20. 141 Flues, 6 Drivers, 4 ft. Boiler, 42 inches. Price, $3,000. For sale by
WILLIAMS & PAGE,
4t1 44 Water st., Boston.

New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by
WILLIAMS & PAGE,
3m52 44 Water st., Boston.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
BOSTON, June, 1851. **29 Central Wharf.**

RAILROAD IRON.

CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.

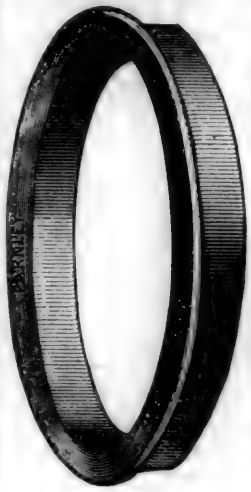
500 tons **T Rails** on hand, 51 to 57 lbs. per lineal yard.

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
13 Cliff st., N. Y.

THE FARNLEY IRON CO.,



Near LEEDS, Yorkshire,

MANUFACTURERS OF
LOCOMOTIVE TIRES,
TIRE BARS,
BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.



The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING**, being from the same bed of mineral.
For sale, **at manufacturer's prices,** by

M. K. JESUP & COMP'Y,
44 Exchange Place, New York,
SOLE AGENTS for the UNITED STATES and CANADAS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
17 William Street, N. Y.

LACKAWANNA IRON AND COAL COMPANY,

SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard viz —25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President,
Scranton, Pa.
or **DAVID S. DODGE,** Treasurer,
46 Exchange Place,
NEW YORK.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
Far superior to the ordinary kind.
FROG PLATES, POINTS.
Saw, File, Cutlery, Rake, Hoe, Axe and Plough Steel. Gun Metal. Wire and Machinery Steel.
ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,
45 Cliff St., New York.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,
1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ⅛ to 5 inches bore, with Screw and Socket Connections, T's, L's, Stops, Valves, Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1831.
WAREHOUSE—209 SOUTH THIRD STREET,
PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER, JR.,
THOS. T. TASKER, JR. STEPHEN P. M. TASKER.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

MORRIS & JONES & CO.,

IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.
August 16, 1854.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,
RAILS OF SUPERIOR QUALITY,
and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

NEW YORK, Aug. 1, 1858.

ROUND OAK IRON WORKS,

STAFFORDSHIRE.
LORD WARD, Proprietor.

MANUFACTURE **RAILS, BOILER PLATES, SHEETS, HOOPS** and **BARS** of every variety.
Address **RICHARD SMITH, Esq., Dudley.**

UNITED STATES OFFICES.
NEW YORK, No. 17 Nassau St.
BALTIMORE, over Farmers' & Mer. Bank.
NORRIS & BROTHER, Agents.

STEEL, FILES, ETC.

R. GROVES & SONS,

SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel**, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files**, of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK **USE**

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.

WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY**, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

PHILADELPHIA OFFICE, NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.

THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States,

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

SANFORD'S MAMMOTH HEATERS, Extensively used in Railroad Depots, WORKSHOPS, FACTORIES, **Hotels, Stores,** AND ALL EXPOSED PLACES REQUIRING A Powerful Heat WITH LITTLE FUEL. (See Book of Letters sent free.)



SANFORD'S CHALLENGE HEATERS, PORTABLE AND FOR BRICK Most powerful HEATER, AND THE GREATEST **FUEL SAVER** KNOWN; **Burning the** Gases and Smoke, AND **No Clinkers.** Send for Book of Letters.

SANFORD, TRUSLOW & CO., 239 Water st, N. Y., Manufacturers of every description of Cooking and Heating Stoves for all parts of the world.

N. T. MADDEN'S

RIVAL HEATER

AND

RADIATOR;

ALSO ALL KINDS OF

OFFICE, HALL, PARLOR AND COOKING

STOVES,

AND

HOUSE FURNISHING GOODS,

451 EIGHTH AVENUE,

NEW YORK.

GUTTA PERCHA CEMENT ROOFING.

THE **Cheapest** and most **DURABLE ROOFING** IN USE. Sent to any part of the country with *directions for application.*

SPECIMENS and *references* can be seen, and any desired information obtained on application, by *letter* or in *person*, at our OFFICE, **510 BROADWAY, N. Y.** (Opposite the St. Nicholas Hotel) **JOHNS & CROSLEY.**

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well paperred, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

Rosendale Hydraulic Cement.

THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure** and **free from quick lime,** and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT**, branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels,** and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing,

JOHN H. STEPHENS, President, Newark, N. J., or **HENRY WILDE,** Secretary, 90 Wall st., N. Y.

THE LAWRENCEVILLE MANUF'G

CEMENT COMPANY,

OFFICE 96 WALL ST,

NEW YORK.

THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine,** and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings.

For sale upon favorable terms by addressing,

WM. N. BEACH, President.
CHAS. E. LAWRENCE, Sec'y.

CEMENT, PLASTER, ETC.

THE HUDSON RIVER CEMENT CO.

HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh **Rosendale Cement, Calcined Plaster, Farmers' Plaster** and **Marble Dust.** Address

HUDSON RIVER CEMENT COMPANY,
12 **Jersey City, N. J.**

HOFFMAN'S

ROSENDALE CEMENT,

OFFICE, 93 WALL ST., NEW YORK.

THE LAWRENCE CEMENT COMPANY are prepared to receive and execute orders for their Cement, to any extent that may be required. They would particularly call the attention of purchasers to the distinguishing brand of their manufacture, viz.: **HOFFMAN'S ROSENDALE CEMENT.** This seems to be necessary, as they have established a reputation for the superior quality of their Cement, and there are various other brands offered, as "Rosendale" Cement. It has the unqualified approbation of the most eminent Architects and Engineers, being used in almost every department of the Works under Government. It is put up in the most careful manner, each barrel being well lined with paper, and will be delivered on ship-board, in this city, on the most favorable terms. Particular attention given to shipping orders, and Freight obtained on the best terms.

M. W. WOODWARD, Secretary.

FINANCIAL.

BANKING and COMMISSION AGENCY.

A. G. JAUDON,

No. 54 Wall street, NEW YORK.

AGENCIES of a financial nature connected with Railroads Manufacturing and Commercial Business, and Banking operations generally, receive special attention.

STOCKS, BONDS, NOTES AND BILLS OF EXCHANGE **BOUGHT and SOLD on orders.**

CINCINNATI STOCK EXCHANGE.

KIRK & CHEEVER,

STOCK BROKERS AND RAILROAD AGENTS,
No. 83 WEST THIRD STREET,

CINCINNATI, OHIO.

Railroad Stocks, Bonds, etc., bought and sold, ON COMMISSION. Regular sales at public auction at the MERCHANTS' EXCHANGE.

THOMAS GEORGE WALKER. DAVID TWEEDIE.

WALKER & TWEEDIE,

42 PINE STREET,

NEW YORK.

Business Paper and Bills of Exchange negotiated.

BONDS, STOCKS and other Securities bought and sold.

H MEIGS, Jr. & SMITH,

BANKERS and BROKERS,

39 WILLIAM STREET,

(FIRST BUILDING BELOW WALL STREET.)

STOCKS and BONDS Bought and Sold on Commission.

MERCANTILE PAPER and LOANS Negotiated.

INTEREST ALLOWED ON DEPOSITS.

HENRY MEIGS, Jr. WM. ALEX. SMITH.

New York, May 11, 1858.

SIMEON DRAPER, Auctioneer.

By SIMEON DRAPER,

OFFICE, **No. 36 PINE ST., NEW YORK.**

REGULAR AUCTION SALES

AT 36 PINE ST., **EVERY DAY.**

STOCKS and BONDS bought and sold at private sale

Sale every day at 1 o'clock. See Catalogue.

EUGENE THOMSON,

STOCK AUCTIONEER AND BROKER,

No. 37 William st., NEW YORK.

AUCTION SALES of STOCKS and BONDS every TUESDAY, at 12½ o'clock, at the Merchants' Exchange.

RAILROAD BANK, INSURANCE and other SECURITIES bought and sold at the BROKERS' BOARD, at PRIVATE SALE, or at AUCTION. All dividends payable in New York collected, and prompt remittances made.

NONE BUT BONA FIDE QUOTATIONS FURNISHED THE PRESS. THE MARKET VALUE OF SECURITIES WILL NOT BE SUPPRESSED OR ALTERED, AND DECEPTIVE OR IRRESPONSIBLE CATALOGUES WILL NEVER BE ISSUED.

A statement showing the capital, dividend months, and last semi-annual dividend of the Banks and Insurance Companies of the city of New York, will be forwarded by mail upon application.

REFERENCES.—Messrs. Wm. and Jno. O'Brien, Thos. Denny & Co., Horace Greeley & Co., Cragin & Co., Todd & Co., J. & C. Berrian, Geo. F. Nesbitt & Co., Eugene Plunkett, Esq., (President Excelsior Ins. Co.), John G. Storm, Esq., (President Lenox Ins. Co.), L. G. Irving, Esq., (Secretary Niagara Ins. Co.), Marcus Spring, Esq., Oliver H. Lee, Esq., John H. Griscom, M. D., Rev. Edwin F. Hatfield, D. D., Rev. Theo. L. Cuyler, John Camerden, Esq., Benj. F. Manierre, Esq., New York; Otis Allen, Esq., Albany N. Y. Messrs. Gorham & Co., Providence, R. I.

ALBERT H. NICOLAY,

STOCK AUCTIONEER,

BROKER AND BANKER,

No. 52 WILLIAM STREET,

Near WALL STREET, NEW YORK.

REGULAR AUCTION SALES OF

STOCKS and BONDS,

NOTES and other SECURITIES,

EVERY MONDAY AND THURSDAY,

(Which have been the regular established days of sale for many years.)

Or **EVERY DAY** (whenever required)

AT 12½ O'CLOCK P. M.

At the STOCK SALES ROOM, No. 52 WILLIAM ST.,

Or at the MERCHANTS' EXCHANGE as desired.

☞ STOCKS AND BONDS BOUGHT AND SOLD AT Private Sale and at the Brokers' Board on Commission. Interests allowed on Deposits and **Dividends collected.**

☞ SALES also made of

REAL ESTATE

AT PUBLIC OR PRIVATE SALE WHEN DESIRED.

☞ A large variety of **CITY, BANK AND INSURANCE STOCK constantly on hand at PRIVATE SALE.** 3m42

A. H. DYETT,

STOCK AND BOND BROKER,

No. 43 EXCHANGE PLACE,

NEW YORK.

DUNCAN, SHERMAN & CO.,

BANKERS,

Corner PINE and NASSAU Sts.,

NEW YORK,

ISSUE

CIRCULAR NOTES AND LETTERS OF CREDIT, FOR TRAVELERS,

AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.

ALSO, MERCANTILE CREDITS,

For use in EUROPE, CHINA, etc.

W. P. STEELE & CO.,

BANKERS,

23 WILLIAM STREET, NEW YORK.

STOCKS and BONDS Bought and Sold on Commission.

Mercantile Paper and Loans negotiated.

Advances made on all approved Securities.

COLLECTIONS MADE throughout the United States and Canadas.

UNION
CAR WHEEL & TIRE
WORKS,
JERSEY CITY, N. J.
MOORE & ADAMS,
MANUFACTURERS OF
DOUBLE and SINGLE PLATE
CAR, ENGINE AND TRUCK WHEELS,
MANUFACTURERS AND PROPRIETORS OF
MOORE'S PATENT
TRIPLE PLATE CAR WHEEL.
CHILLED LOCOMOTIVE TIRES,
Made from the best Charcoal Cold Blast Iron.
HIRAM W. MOORE,
GEORGE ADAMS.

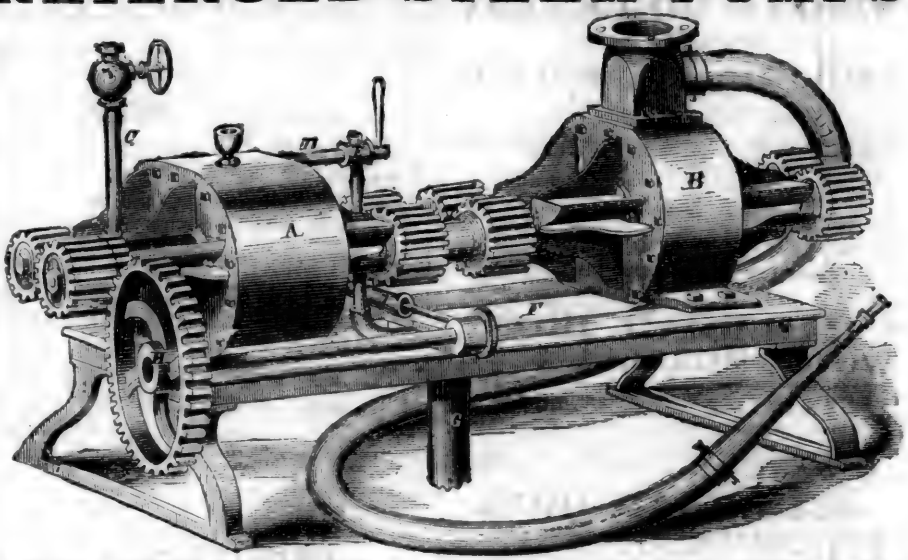


G. G. LOBDELL. H. S. McCOMBS. D. P. BUSH.
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
AND
TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

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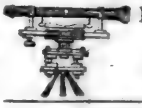
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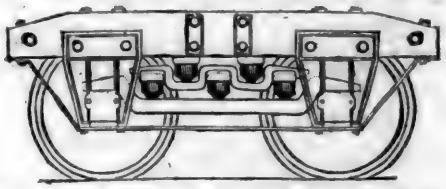
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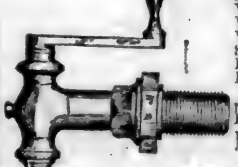


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STEAM NAVIGATION, COMMERCE, FINANCE,

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HENRY V. POOR, *Editor.*

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PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the *Journal*.

PRINCIPAL CONTENTS.

Hannibal and St. Joseph Railroad 45
Western Railroad 46
Damages—for Non-delivery of Goods by Carrier. 46
New York and Erie Railroad 57, 47
Finances of Missouri 47
Mobile and Great Northern Railroad 48
Finances of Pennsylvania 48
Finances of Indiana 48
Hudson River Railroad 48
Southern Pacific Railroad 56
The Pro Rata and Toll Bills before the Legislature 56
Finances of New York 58
Finances of New Jersey 58
Logánsport and Burlington Railroad 59

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, January 21, 1860.

Hannibal and St. Joseph Railroad.

We have the annual report of this Railr oad, for the year ending September 1, 1859.

The road was opened on the 13th of February last. The company had been encumbered with a contract for construction very onerous in its terms, rendered still more so by the character of the person with whom it had to deal. This contract was so modified in July, 1858, as to place the road in the hands of the company, by whom the work was vigorously pushed forward, nearly 100 miles having been laid between the 25th of June, 1858, and the 13th of February, 1859.

The total cost of the road to Sept. 1, was $11,102,827, including assets to the amount of $173,895.

The sources whence this sum has been derived, are as follows:

Stock fully paid	$1,602 900
Do. partially paid	167,712
Bonds of the State of Missouri	3,000,000
Land mortgage bonds	5,000,000
Convertible bonds	757,000
Plain bonds	
Bills payable	564,214
	11,101,826

The Report states, that the earnings of the road for the first season after its opening, have not realized the expectations formed. The large emigration toward Pike's Peak, and across the Plains, commenced before the company were fully prepared for it, and the disasters experienced by the emigrants from starting too early, put a decided check to the movement. The road had also to contend with a very vigorous competition from steamboats on the Missouri. This competition is not anticipated for the future, as the Association that carried it on the past year, has been dissolved; and as the road can place merchandise at St. Joseph at much lower rates than steamers. During the early part of the season the road did not take one-fourth of the *through* freight, and not more than one-third of the *through* passengers. Later in the season, this proportion was very much changed in favor of the road, and the company expect to be able to command, for the future, nearly all the trade and travel between the Mississippi river, Northwestern Missouri, and Kansas and Nebraska as well as the travel across the Plains.

The earnings of the road, from the time it came into the hands of the company, till September 1st, have been as follows:

Statement of Earnings from 12th November, 1858, to September 1st, 1859.

1858.	Earnings.	Operating expenses.	Net earnings.
Nov'r, 12 to 30	$6,741 50	6,320 00	421 50
December	17,424 79	11,260 50	6,164 29
January, 1859.	16,206 53	12,025 20	4,181 33
February	21,013 77	16,260 70	4,753 07
March	66,183 27	29,320 00	36,863 27
April	82,604 81	33,620 15	48,984 66
May	72.845 73	30.211 48	42,634 25
June	55,262 93	27,318 50	27,914 43
July	60,017 67	25 843 90	24,173 77
August	60,977 51	24,755 09	36,222 42
	$449,278 51	216,965 52	232,312 99

The earnings and expenses before the operating department came under the officers of the company, from July 1st to Nov. 12th, were as follows:

	Earnings.	Operating expenses.	Net earnings.
From July 1 to Nov. 12	$47,990 94	$44,983 32	$3,007 62

Earnings and expenses for September and October have been:

	Earnings.	Operating expenses.	Net earnings.
September	$74,223 80	$27,116 57	$47,107 23
October	80,212 60	*28,000 00	52,212 60

The earnings from March, 1859, to October, 1859, were $542,328
Expenses 226,215

Net earnings $316,112

The report of the land department states that up to the 30th of October, there had been sold 14,131 acres of land, for the gross sum of $144,707; and 71 town lots, for the sum of $4,547. The amount of bonds received in payment of lands, have been $9,500. The land agent estimates that the land will produce $12 per acre, of which the company own about 600,000 acres. They are, without doubt, among the finest in the State, of any of the Western States, and are so situated that their value will be greatly influenced by the construction of the road.

Operating Account, September 1, 1859.

Operating expenses, July 1, 1858, to September 1, 1859		$261,948 84
Cash paid on interest account		226,983 09
Materials on hand at machine shops		38,798 07
Wood on hand, 12,000 cords, at $2.25		27,009 00
Uncollected freight acc'ts	$25,245 99	
Due from connecting roads and companies	6,845 39	
Due for transportation of mails	12,708 33	
		44,799 71
		$599,529 71
Earnings, July 1, 1858, to Sept. 1, 1859.		
Passengers		$277,685 16
Freight		196,596 06
Mails and miscellaneous		22,988 24
		$497,269 45
Bills payable, outstanding in Missouri		3,063 10
Unpaid charges on merchandise		4,903 70
Unpaid pay rolls and accounts in Mo.		94,293 46
		$599,529 71

General Account, September 1, 1859.

Construction account		$5,968,602 93
Engineering account		192,014 85
Interest and discount	$3,544,400 18	
Less payments from earnings	226,983 09	
		3,317,417 09

* Estimated.

Fencing account		6,365 69
Expenses and contingencies		294,389 87
		$9,778,779 93
Equipment account		814,301 68
Depot grounds	$51,996 00	
Depot buildings	156,456 44	
		208,452 44
Right of way		57,855 26
Land department		54,272 48
Telegraph		15,260 04
Balance of contractor's account, part of which, when settled, will go to construction		32,377 16
		$10,961,308 94
Received from stockholders		$1,770,612 00
Missouri State bonds—		
At 20 years	$1,500,000 00	
At 30 years	1,500,000 00	
		3,000,000 00
Mortgage land bonds, April 1, 1856, at 25 years		5,000,000 00
Mortgage convertible bonds. July 1, 1858, at 25 years		757,000 00
Plain bonds, at 15 years		11,000 00
Land fund		1,467 59
Fiscal agency account		421,229 35
		$10,961,308 94

Western Railroad.

We have a copy of the 25th annual report of the Directors of this corporation for the year ending Nov. 30.

The income of the road has been

Receipts.

From passengers		$679,121 23
" freight		986,305 00
" mails and other sources		101,641 90
		$1,767,068 13

Expenses and Renewals.

Repairs of—		
Roadway	$269,334 71	
Engines	65,588 92	
Pass'ger and freight cars	89,313 00	
Buildings, ferry, etc.	42,282 16	
New cars and engines to cover depreciation	33,000 00	
Transportation expenses	417,893 77	
General expenses	19,507 56	
		936,920 12
Net balance of income		$830,148 01
From this deduct—		
Interest on State loans and exchanges	$350,179 03	
1 per cent. to sinking fund	50,000 00	
8 per cent. dividends	412,000 00	
Loss on Pittsfield and N. Adams road	1,872 36	
		814,051 39
Surplus earnings of 1858 to con't fund		$16,096 62
Add balance of do. Nov. 30, 1858		305,747 33
Total of conting't fund Nov. 30, 1859		$321,843 95

Sinking Funds.

Value of Massachusetts Sinking fund, Nov. 30, 1858, by last annual report	$1,378,632 06
Contribution by Western R. R., 1859	40,000 00
Earnings of fund in 1859	71,764 20
Value of fund Nov. 30, 1859	$1,490,396 26

Value of Albany Sinking fund, Nov. 30, 1858, by last annual report	$573,943 88	
Cont. by West. R. R., 1859	10,000 00	
Earnings of fund in 1859	37,069 27	
Value of fund Nov. 30, 1859		621,013 15
Value of both funds, Nov. 30, 1859		$2,111,409 41
do. do. do. do. 1858.		1,952,575 94
Increase of both in 1859		$158,833 47

Pittsfield and North Adams Railroad.

Receipts	$48,355 51
Expenses	23,227 87
Net earnings of the year 1859	$25,127 64
Deficiency made up by Western R. R.	1,872 36
Paid two dividends, 3 per cent. each	$27,000 00

The gross receipts of the year as compared with the receipts of 1858 stand thus:

Years.	Pass'grs.	Freight.	Oth. sourc.	Total.
1858.	$637,942	$968,516	$94,735	$1,700,293
1859.	679,121	986,305	101,642	1,767,068
Increase	$42,079	$17,789	$6,907	$66,775

An aggregate of 58,836,260 passengers or tons freight carried one mile in 1859, against 57,677,806 passengers or tons of freight carried one mile in 1858.

The freedom from accident and the regularity of the trains during the past year attest the ability and fidelity of the men who have had charge of the roadway, the running equipment and the operation of the road. The roadway, engines and cars were never in better condition than they now are, and we are confident that for the purpose of maintaining them in first rate order, it will not hereafter be necessary to increase the annual expenditures for repairs over that of the past year, unless it may be required for the performance of the increased amount of business.

About twelve miles of second track has been completed the past season, making 54 miles of double track between Springfield and Albany. It is proposed to complete the second track between Springfield and Worcester the ensuing season by the construction of about ten a half miles between Palmer and Warren.

Journal of Railroad Law.

DAMAGES—MEASURE OF FOR NON-DELIVERY OF GOODS BY CARRIER.

The case of Ingleden *vs.* Northern Railroad, illustrates the measure of damages, in an action, for a loss occasioned by unusual delay in delivering goods to the consignee by the carrier. The plaintiff, in this case, sent a quantity of Ink by the Northern Railroad from Lowell to West Lebanon, N. H. He further directed a servant of the railroad, upon the arrival of the goods at West Lebanon, to place certain directions upon the boxes, and forward them to Keene, N. H., by another railroad. The Ink arrived safely at West Lebanon, but not until after considerable delay; and the plaintiff charged that owing to this delay, the ink did not arrive at its place of destination, at Keene, N. H., until cold weather set in and froze the ink so as to render it entirely valueless. It was in good condition when sent from West Lebanon, and no weather cold enough to freeze it, had then occurred.

The question was, whether, by the original delay, the defendants should be made liable for the freezing of the ink after it had left their control.

At the trial, the defendant requested the court to rule that such delivery was a performance of the contract by the defendants, so as to free them from all damages afterward occurring by freezing or otherwise.

The court declined so to instruct the jury; but did instruct them that the defendants were liable for all damages that could be traced to the delay of the defendants, though said damage occurred after the delivery aforesaid to the railroad to be sent to Keene, provided the plaintiff satisfied the jury that he used reasonable care in taking care of said ink, and the loss or damage was occasioned by the unnecessary delay of the defendants in transporting the same over their road.

The defendants excepted to this charge, and the case was appealed. The following is the opinion of the court, upon the ruling of the judge at trial:

THOMAS, J.—The learned judge in instructing the jury that the defendants were liable for all damages that could be traced to the delay of the defendants, though said damages occurred after the delivery to the railroad to be sent to Keene, laid down a rule broad and indefinite, and looking apparently to remote as well as proximate consequences. Nor does the subsequent language tend very strongly to limit or restrain this rule. It seems to be saying, in effect, that if the jury were satisfied the ink would not have been frozen on its way to Keene if the defendants had sent it in due time to West Lebanon, and due care was taken of it on its way to Keene, the defendants would be liable.

Upon the bill of exceptions it does not appear that the defendants were charged with any duty in forwarding the ink to Keene, or that the officers of the defendants corporation, having charge of the transportation, knew of its destination beyond their own line. The declaration alleges only neglect and delay in carrying it from Lowell to West Lebanon; and the duty of the defendants, as carriers, terminated with the arrival of the ink, and its readiness for delivery at the latter place.

The extent of the duty of the carrier is the measure and limit of his liability. For any injury the plaintiff sustained in this property, by reason of the negligence and delay of the defendants in such transportation, the defendants would be liable.

The proposition stated by the counsel for the plaintiff, that a common carrier is liable for all the damages which are the consequences of his negligence, is a sound proposition, rightly understood. He is liable for all damages which the law sees to be the consequences. But the law looks to and regards the proximite, and not the remote consequences—the direct proximate consequence of the negligence, and not remote results that may be traced to it by a chain of causes, however sound may be each successive link. It may not always be easy to draw the line, and say what is proximate and what remote; but this renders it more the less obligatory to adhere to it when it can be discerned. In cases of this kind, the rule of damages seems to be the diminution in value of the goods, as articles of merchandise, at the time of their arrival, by reason of the delay. What were the goods worth the less, at the time of their arrival, than they would have been if they had come without delay, or in the usual course of transportation. The difference, in some cases, may be very slight, scarcely appreciable; in others as the case of fruit or other perishable articles on their way to market, it may cover the entire value; and this even, it is plain, before decay actually commences, if there were no market at the place of delivery, and they must perish before they could reach one.

Applying this rule to the case at bar, the inquiry would be, what was this ink worth the less, on its arrival at West Lebanon, by reason of the delay, as an article of merchandise? The defendants not being charged with the duty of forwarding it, the plaintiff himself, or through his servant or agent, must exercise a reasonable discretion in regard to it. If it could have been sold for its fair value at

West Lebanon, the injury sustained by the plaintiff would be slight. If, on the other hand, there was no market for it there, and the best thing that could be done, under all the facts of the case, was to forward it, taking the risk, how much less was it worth for that purpose than it would have been had it arrived in due season at the place of delivery.

Upon these grounds the exceptions of the defendant were sustained and a new trial ordered.

New York and Erie Railroad.

We give below a series of statements showing the results of the operations of this road for the year ending Sept. 30, 1859:

STATEMENT OF EARNINGS AND EXPENSES.

From freight	$3,195,869 57	$3,813,310 77
" passengers	1,154,083 53	1,182,258 27
" mails	97,851 62	94,686 00
" other sources	34,344 60	81,361 39
Total earnings	$4,482,149 32	$5,151,616 43
Exp'ses, incl. taxes	3,043,168 97	3,791,454 52
Net earnings	$1,438,980 35	$1,360,158 91
Decrease in freight earnings		$647,441
" passenger "		28,171
Increase in mail "		3,165
" from other sources		2,983
Total decrease		$669,441
Decrease in expenses		748,288
Net increase		$78,847

TRANSPORTATION ACCOUNT.

To balance		$198,019 93
Ord'y exp's, year 1859	$2,974,227 50	
Bills 1858, paid 1859	32,879 61	
Taxes	68,941 47	
Hire of cars	1,263 65	
		3,077,312 23
Interest on mort. debt	1,176,483 82	
" unsec'd "	567,367 50	
" float'g "	39,876 70	
Rent of Union Railr'd	83,400 00	
" Chem'g R. R.	31,500 00	
" Elm'a, Jeff. & Canandaigua Railr'd	16,796 26	
		1,915,424 28
		$5,190,756 44
By freight earnings	$3,195,869 57	
Passenger earnings	1,154,083 53	
Storage	2,205 04	
Telegraph	9,828 55	
Rents	20,379 39	
Transp'tion of mails	97,851 62	
Sleeping cars	1,931 62	
		4,482,149 32
Balance		708,607 12
		$5,190,756 44

MEMORANDUM.

Gross earnings for year ending Sept. 30, 1859		$4,482,149 32
Transp'tion expenses	$2,974,227 50	
Exp'ses 1858, paid '59	32,879 61	
Hire of cars	1,263 65	
Taxes	68,941 47	
		3,077,312 23
Net earnings		$1,404,837 09
Interest on mort. debt	$1,176,483 82	
" Unsec'd "	567,367 50	
" Float'g "	39,876 70	
Rent of Union Railr'd.	83,400 00	
" Chem'g R. R.	31,500 00	
" Elm'a, Jeff. & Canandaigua Rail'd.	16,796 26	
		1,915,424 28
Deficit		$510,587 19

Statement showing in detail the cost of operating the road for the year ending Sept. 30, 1859:

Office and Station Expenses.	1859.	1858.
Office exp'ses and stationery	$39,880	$41,366
Agents and clerks	142,588	146,600
Labor, loading and unloading	129,798	145,499
Cost of Running.		
Porters, Watch'n and Switch'n	45,632	53,359
Wood and water station att'd'e	7,258	8,984
Fuel, first cost and labor	352,291	471,040
Pass'ger Conductors, Baggage and brakemen	67,786	67,149
Fr'ght Conduct's and brakemen	93,098	113,283
Pass'r enginemen and firemen	60,931	68,462
Freight engine'n and firemen	103,594	121,863
Oil and waste for—		
Pass. engine and tender	16,683	19,557
Freight " "	29,175	36,532
Passenger and baggage cars	2,695	3,665
Freight Cars	19,442	24,026
General Expenses.		
Loss and damage of goods and baggage	7,989	34,340
Damages for injuries to persons	3,707	33,975
Damages to property	12,817	3,104
General Superintendence	52,343	69,051
Contingencies	61,394	107,363
Repairs of Engines and Cars.		
Engines and tenders, passeng'r	84,659	120,114
Engines and tenders, freight	158,551	238,114
Passenger and baggage cars	101,922	140,771
Freight cars	221,235	330,351
Tools and machinery in shops	20,464	30,189
Incidental exp'ses about shops	22,817	30,328
Repairs of Track and Roadway.		
Road-bed	126,029	81,491
Track	735,696	838,347
Fences, gates, &c.	20,007	16,707
Repairs of Structures.		
Truss bridges	46,022	84,300
Pass. wood and water stations	33,151	29,764
Eng. and car houses, mach. and workshops	13,219	10,409
Rents (dwellings)	580	798
Telegraph	....	....
Incidental.		
Superintendence and office expenses	2,542	822
Taxes	....	....
Contingencies	2,995	10,665
Miscellaneous.		
Ferry	99,073	103,115
Expenses of operat'g telegraph	36,147	44,740
Total	$2,974,227	$2,680,675

Construction Account.

	Sept. 30, 1858.	Sept. 30, 1859.
Grading	$13,649,328 88	$13,708,393 52
Superstructure	2,575,985 82	2,575,985 82
Land	1,226,797 76	1,226,797 76
Engineering	498,151 72	498,151 72
Agency	156,592 66	156,592 66
Office expenses	200,529 88	200,529 88
Machine and w'k shops	296,771 09	296,771 09
Mach'y in shops.	181,090 37	183,282 22
Freight and passenger depots	567,683 61	569,258 61
Water sta'ns and wood sheds	278,362 62	278,362 62
Locomotives and tenders	2,062,217 14	2,062,217 14
Passenger cars	348,077 16	372,083 52
Freight cars	1,738,590 63	1,738,590 63
Contingencies	190,652 23	190,652 23
Iron	4,061,512 56	4,061,512 56
Interest	1,651,694 13	1,651,694 13
Steamb'ts, barg's, &c.	221,127 39	221,127 39
Depot West street and stores	100,622 17	100,622 17
Dunkirk Harbor improvements.	12,230 36	12,230 36
Telegraph	55,225 12	55,225 12
Interest on First mortgage b'ds.	499,944 17	499,944 17
Discount on do.	278,534 80	278,534 80
Do. 2d mort. b'ds	461,074 51	461,074 51
Do. Income bonds	257,539 47	257,539 47
Do. Conv. bds. '71	351,892 70	351,892 70
Do. " " '82	381,565 60	381,565 60
Do. Mort. " '83	364,564 95	364,564 95
Do. 7 pr. ct. cert's	34,857 00	34,857 00
Contruction prior to 1845	1,355,416 13	1,355,416 13
Union R. R. improvement	....	437,143 77
Disc't on bds. 1875	....	567,941 59
Cars and engines bot. of C. & N. F. R. R. Co.	....	170,351 85
Totals	$34,058,632 63	$35,320,907 19

Balances of General Ledger, Sept. 30, 1859.

Construction		$35,320,907
Cash, and cash items on hand		39,715
Materials on hand		445,641
Fuel on hand		275,509
Owners of Lake Erie propellers		150,173
" " " steamers		40,000
Real estate		5,776
Bonds Quincy and Toledo Railroad Co.		500
Bonds Buffalo, Corning and New York Railroad		9,000
Bonds of the City of Toledo		100
Long Dock Company	$644,511	
Rent of Long Dock property	120,023	
Stock of Long Dock Company	341,300	
		1,105,835
Bills and accounts receivable		277,592
Cascade Store		2,646
Unadjusted accounts		19,306
Profit and loss		708,607
		$38,401,300
Capital stock issued		$11,000,000
First mortgage bonds	$3,000,000	
Second mortgage bonds	4,000 000	
Third mortgage bonds	6,000,000	
Fourth mortgage bonds	3,729,000	
Fifth mortgage bonds	1,277,000	
		18,006,000
Convertible bonds	2,618,000	
Convertible bonds	2,443,000	
Sinking fund bonds	2,193,000	
		7,254,000
Acceptances due 1860	40,000	
Seven per cent. certificates	26,505	
Bills and accounts payable	2,074,795	
		2,141,300
		$38,401,300

Finances of Missouri.

BONDS ISSUED AND AUTHORIZED TO BE ISSUED BY THE SEVERAL RAILROAD COMPANIES.

Names of Companies.	Amount authorized.	Amount issued.	Amount due.
Pacific R. R.	$7,000,000	$7,000,000	....
Pacif. S. W. Br.	4,500,000	2 800,000	$1,700,000
Han. & St. Jos.	3,000,000	3 000,000	....
North Missouri	5,500,000	4.350,000	1,150,000
St. L. & I. M't'n	3,600,000	3,501,000	99,000
Cairo & Fulton	650,000	650,000	....
Platte County.	700,000	300,000	400,000
Total	$24,950,000	$21,601,000	$3,349,000

Amount of bonds issued to railroad companies as above stated is shown to be	$21,601,000
Add State debt proper	602,000
Add revenue bonds issued	400,000
Add amount forfeited by N. Missouri.	1,150,000
Add amount forfeited by Iron Mount'n	99,000
Add amount due Platte County	400,000
Add amount due Southwest Branch	1,700,000
	$25,952,000
Balance unappropriated	4,048,000
Total	$30,000,000

The debt is limited by the Constitution to $30,000,000. The $400,000 revenue bonds mentioned in the table are redeemable early in 1861. The bonds forfeited, $1,150,000 to the North Missouri,

and $99,000 to the Iron Mountain road, may be appropriated to other roads if it is the pleasure of the Legislature. The interest on the permanent State debt is $1,332,180. With the increase of the roads, and reasonably good management, it is presumed that $600,000 of the interest will be met by them, thus making the charge on the State $732,180, or for the two years, $1,464,360. The receipts into the State Treasury for the two fiscal years ending in 1858 were $1,361,348. The estimate for the two years ending 1860, including the balance in hand, and $848,000 proceeds of the mill tax, is $2,853,042, from which are to be deducted $1,087,700 for ordinary expenditures and school purposes.

The bonded debt of the City and County of St. Louis at the latest report was:

City	$5,401,400
County	3,692,000
Total	$9,093,400

Valuation of Ohio.

The annexed is a summary of the grand list of the State of Ohio for the years 1852 and 1859:

	1852.	1859.
Number of acres	$24,418,630	$25,820,842
Value of lands	273,378,744	438,439,600
Value of towns	81,558,374	155,674,404
Value of chattels	152,644,763	251,785,947
Total taxable valuation	$507,581,911	$845,399,951

	Levy. Mills.		Levy. Mills.	
State Taxes.				
For Sinking fund	..	$1,015,163 82	1¼	$1,055,119 78
Gen. R. fund	..	507,581 91	.7	590,870 39
State Com'n Sch'l fund	..	253,790 95	1¼	1,267,433 44
Dis. Sch'l Libr'ry fund	..	.....	.1	84,494 99
Total St. Tax.	3¼	$1,776,536 68	.55	$2,997,913 60

Mobile and Great Northern Railroad.

The City of Mobile has taken stock in this road to the amount of $1,000,000. It is to issue bonds therefor, payable as follows:

in	in	in	in	in
15.1861	21.1866	31.1871	46.1876	68.1881
16.1862	23.1867	34.1872	50.1877	73.1882
17.1863	25.1868	37.1873	54.1878	79.1883
18.1864	27.1869	40.1874	58.1879	85.1884
20.1865	29.1870	43.1875	63.1880	28.1885

The city is to provide annually, from and after the 1st of January, 1860, the sum of $95,000, until the company shall be able to provide that sum from its surplus earnings, to be applied to the payment of the bonds in the order they become due, and of the coupons attached to such as are unpaid; and to adopt proper by-laws and regulations for raising that sum by special tax.

We copy the following clauses in the agreement between the City and the company:

For all bonds redeemed by the city, the company shall issue a like amount of capital stock to such persons as the city may direct; "it being deemed best that the capital stock of said company shall be and remain in the hands of individuals, rather than in the hands of the corporate authorities of said city."

After full payment of the debts of the company for building and equipment of the road, warehouses, depots, &c., and after keeping the road in repair, the company will thereafter provide a like sum of $95,000, to be applied to the payment of said coupons and bonds, which shall, as earned, be deposited in the Bank of Mobile; provided the net earnings of the road, after keeping it in repair, shall be sufficient to pay said sum; but if the net surplus earnings shall be insufficient to pay said sum, the whole surplus earnings of the road shall be paid over to such persons as the city may direct, to be applied to the payment of the coupons and bonds.

The company, when required, shall make a deed of trust for the benefit of the city, of all its property and effects, acquired by means of the bonds and stock subscriptions, with power to the city when the company fails for two years to perform its part of the contract, to take possession of, and sell the same at four months' notice, whenever the corporate authorities of the city shall by resolution so direct, if they prefer such course rather than to take the surplus of the earnings of the road. But the company shall have power to create a preferable lien to the amount of $300,000, to enable it to proceed in the construction of the road.

Finances of Pennsylvania.

The debt of the State of Pennsylvania is as follows:—

Funded Debt, viz:		
6 per cent. loans		$400,630 00
5 per cent. loans		37,625,153 37
4½ per cent. loans		388,200 00
4 per cent. loans		100,000 00
		$38,513,983 37
Unfunded Debt, viz:		
Relief notes in circul'n,	$101,213 00	
Inter'st certificates outstanding	18,513 82	
Interest certificates unclaimed	4,448 38	
Domestic creditors	802 50	
		124,977 70
Total State Debt, Dec. 1, 1859		$38,638,961 07

The loans over-due, as well as those becoming due, were:

Amount over due		$18,166,103 80
Am't reimbursable in the y.	1860	2,372,601 87
" " "	1861	79,900 00
" " "	1862	1,945,773 78
" " "	1863	188,200 00
" " "	1864	2,981,450 43
" " "	1865	1,611,068 55
" " "	1868	2,367,725 29
" " "	1870	1,786,342 87
" " "	1877	4,969,000 00
" " "	1878	428,000 00
" " "	1879	400,000 00
" " "	1882	850,000 00
Amount of bank charter loans		386,330 60
Am't of relief notes in circulation,		101,213 00
Total		$38,633,710 19

The assessable value of the real and personal property is $568,770,234.

Finances of Indiana.

The following is a summary of the entire indebtedness of the State of Indiana, foreign and domestic:

Internal Improvement bonds outstanding	$394,000 00
Five per cent stocks outstanding	5,322,006 00
Two and a half per cent. stocks outstanding	2,054,298 50
Bonds issued to the Board of Commissioners of the Sinking Fund, under the act of Dec. 23, 1858	1,888,219 64
Vincennes University bonds	66,585 00
Loan from the Board of Commissioners of the Sinking Fund to pay interest due July 1, 1858	165,000 00
Bonds issued to pay interest due July 1, 1859	165,000 00
Indebtedness of the General Fund to other funds	239,675 80
Due Shelby County for an advance in revenue of 1857	2,076 63
Total	$10,286,855 57

The indebtedness of the general fund to the other funds Nov. 1, 1857, was	$920,075 80
On the 1st of November, 1857, it was	407,677 31
Increase	$521,968 49
Add amount of two loans to pay interest	330,000 00
Add difference between balance on hand Nov. 1, 1857, $484,431 67, and Nov. 1, 1859, $172,672 82	311,758 85
Makes	$1,163,757 34

As the amount of debt accumulated in consequence of the Legislature of 1857 to pass the revenue bill.

The indebtedness of the General Fund to the other funds, Nov. 1, 1859, was	$929,675 80
Nov. 1, 1858, it was	489,779 53
Increase	$439,896 27
Additional loan to pay January, 1860, interest	140,000 00
Total	$579,896 27
Deduct difference between balance on hand Nov. 1, 1859 ($172,672 82), and Nov. 1, 1858 ($102,412 74)	70,260 08
Makes	$509,636 19

As the amount of debt accumulated in consequence of the refusal of the Legislature of 1858, extra session, to act upon Gov. Willard's recommendation to levy a tax for 1859.

Hudson River Railroad.

Below will be found the statement of the operations of this road for the year ending September 30, 1859:

Stock and Debts.	Amount.
Capital stock, as by charter	$4,000,000 00
Amount of stock subscribed	3,770,926 59
Amount paid in, as by last report	3,758,466 59
Total amount now paid in of capital stock	3,758,466 59
Funded debt, as by last report	8 842,000 00
Total amount now of funded debt	8,842,000 00
Floating debt, as per last report	455,003 04
The amount now of funded debt	414,654 35
Total amount now of funded and floating debt	9,256,654 35
Average rate, per annum, of interest on funded debt	6.9 per cent.

Cost of Road and Equipment.

	By last report.	By present report.
Graduation and masonry	$5,306,575 13	$5,351,110 42
Bridges	262,805 35	263,205 35
Superstructure, including iron	2,239,782 11	8,239,782
Pass'ger and freight stations, buildings and fixtures, engine and car hou's, mach'e shops, machinery and fixtures	742,151 83	744,768 82
Land, land dam'ges, and fences	887,383 54	899,046 19
Loc'mot's and fixt's, and snow-plows	536,103 12	536,103 12
Passenger and baggage cars	265,323 53	265,323 53
Freight and other cars	380,946 05	380,946 05
E'gin'ring and agencies	707,919 30	707,994 05
Total cost of road and equipment	$11,828,989 96	$11,388,279 64

The length of the road is 144 miles; the length of double track and sidings is 106 miles. The number of engines employed, 52; passenger, etc., cars, 138; freight cars, 511.

The cost of maintaining the road or real estate

of the corporation was $217,766 19. The repairs of machinery cost $158,952 64. The cost of operating the road was $708,827 78.

EARNINGS AND PAYMENTS.

Earnings.

From passengers	$1,079,661 76
" freight	712,382 48
" other sources	50,591 05
Total	$1,842,636 19

Payments, other than for Construction.

For transportation expenses	$1,078,540 60
For interest	647,700 47
To balance, income account	135,833 50
Total	$1,862,074 57

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending January 17, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s	84½ and int.
Covington and Lexington, 2d Mortgage	7s	65
Ohio & Miss., E. D., Construction	7s	23 flat.
Cinc., Ham. and Dayton, 2d Mortgage	7s	85 and int.
Indianap. & Cincinnati, do. do.	7s	75

STOCKS.

Cincinnati, Hamilton & Dayton	Ex Div. 62½
Columbus and Xenia	81
Little Miami	82½

Railroad Earnings.

The revenue of the Baltimore and Ohio Railroad for December, was as follows:

MAIN STEM.

From Passengers	$39,965 25	
" Tonnage	248,849 67	
" Mails	8,041 34	
" Express	6,321 24	
		$303,087 60

WASHINGTON BRANCH.

From Passengers	$23,187 34	
" Tonnage	6,805 17	
" Mails	1,000 00	
" Express	1,350 00	
		32,242 51

N. W. VIRGINIA BRANCH.

From Passengers	$2,055 17	
" Tonnage	17,310 18	
" Mails	866 67	
		20,232 02
Total		$355,662 13

The following is a comparison of the revenue of the road for the months of December, 1858 and 1859:

	1858.	1859.
Main stem	$277,781 00	$303,087 60
Washington branch	35,602 31	32,242 51
N. W. Virginia branch	22,818 94	20,232 02
Totals	$336,202 25	$355,662 13
Net increase December, 1859		$19,459 88

The fiscal year of the Company commenced with October. The revenue for the first quarter of the year compares with the same period of the previous year as follows:

	1859.	1858.
October	$416,929 61	$391,395 10
November	431,287 56	380,879 75
December	355,662 13	337,202 25
	$1,203,879 30	1,109,477 10
	1,109,477 10	
Increase present year	$94,402 20	

The receipts of the Grand Trunk Railway of Canada, for the week ending January 7, 1860, were $49,332 52
Corresponding week last year 29,411 90
Increase $19,920 61
Total traffic from July 1, 1859 $1,428,276 80
Do. for same period last y.. 1,205,774 82
Increase $217,501 98

The following is the December statement of the Illinois Central Railroad Company:

Land Department.

Acres Construction Lands sold	1,346.15	for	$20,888 09
Acres Interest Fund L'ds sold	360.00	"	5,000 00
Acres Free Lands sold	165.64	"	2,327 52
Total sales during the month	1,871.79	for	$28,815 61
To which add Town Lot sales			247 90
Total of all			$29,063 53
Acres sold since Jan'y 1, 1859	28,063.45	for	$145,029 89
Acres sold prev'sly	1,229,835.33	"	15,637,148 95
Total	1,257,898.78	for	16,052,178 84

Construction Bonds canceled in Dec., 1859	$42,500 00
Construction Bonds canceled previously	1,275,000 00
	$1,317,500 00
Free Land Bonds canceled in Dec., 1859	5,000 00
Free Land Bonds canceled previously	177,000
	182,000 00
Total Bonds canceled up to Dec. 31	$1,499,500 00
Cash receipts in Dec., 1859	$61,310 89
Do. since Jan'y 1, 1859	590,530 47
Total cash and bonds received to Dec. 31, 1859	$3,307,428 00

Traffic Department.

Receipts from passengers	$65,119 36
Do. freight	111,311 25
Do. mails	6,358 23
Do. rent of road	5,943 42
Do. other sources	3,589 38
Total receipts in December, 1859	$192,321 74
Do. do. 1858	153,993 78
Increase	$38,327 96
Receipts from Jan. 1, to Dec. 31, 1859	$2,119,377 90
Do. do. 1858	1,976,568 52
Increase in 1859	$142,809 38

	1856.	1857.	1858.
Traffic	$2,434,878.59	2,293,964.57	1,976,578.52
Work'g expenses	1,444,546.19	1,791,231.14	1,419,954,80
Balance	$990,332.40	$502,733.43	$556,623.72

The earnings of the Erie Railroad for the month of December, 1859, were $414,764 24
Earnings December, 1858 383,426 10
Increase $31,338 14

The earnings of the Ohio and Mississippi Railroad for December, 1859, were:

Passengers, etc., 1859	$126,666 23
Do. 1858	104,030 98
Increase	$22,635 25

The earnings of the Pacific Railroad of Missouri for December were:

	1858.	1859.
Passengers	$24,515 49	$28,283 52
Freight	24,531 28	28,743 05
Mails	2,037 50	2,100 00
	$51,084 27	$54,076 57
Increase		$2,992 30

SOUTHWEST BRANCH.	1858.*	1859.
Passengers	$162 30	$520 00
Freight	277 63	758 00
	$439 98	$1,278 00
Increase		$838 07

* 14 days.

The following is a comparative statement of the earnings and expenses of the Buffalo and State Line Railroad for December, 1858 and 1859:

EARNINGS.

	Passengers.	Freight.	Oth. Sour's.	Totals.
1858	$27,292.84	52,161.24	1,174.20	81,078.28
1859	27,634.33	55,480.41	1,416.19	83,880.96
Inc.		2,819.20	241.99	2,802.68
Dec	258.51			

EXPENSES.

	1858.	1859.	Decrease.
Construction	$543 01		$543 01
Maintaining road	19,772 98	15,684 87	4,088 61
Repairs machin'y	4,538 36	5,296 46	*758 10
Operating	20,179 50	14,550 68	5,628 82
Totals	$45,033 85	35,531 51	9,502 34

* Increase.

The earnings of the Central Railroad Company of New Jersey for the month of December were:

December, 1859	$86,706 04
" 1858	79,616 98
Increase	$7,089 06

The business of the North Pennsylvania Railroad for the last two months of 1859, shows as follows:

November, 1859	$31,780 38
December, 1859	31,209 28
Total	$62,989 66
Same time last year	51,957 94
Increase	$11,031 72

—or rather more than 21 per cent.

Taxation of New York.

The following table exhibits the aggregate amount of State, county and town taxes paid in each year from 1843 to 1857, inclusive, and the amount paid respectively on real and personal property:

Year tax levied.	Aggregate amount of State, Co'ty and Town Taxes.	Valuation of real estate.	Valuation of personal property.
1843	$3,965,180	$476,999,430	$118,602,064
1844	4,243,701	480,027,609	119,612,348
1845	4,170,527	486,490,121	115,988,895
1846	4,647,461	496,483,411	119,880,236
1847	4,843,575	509,496,855	121,162,201
1848	5,295,458	526,624,853	125,663,318
1849	5,548,981	536,162,901	129,926,625
1850	6,312,787	571,690,707	153,183,486
1851	6,759,438	888,237,812	196,538,263
1852	7,007,688	946,467,907	221,802,950
1853	9,326,763	1,015,762,791	249,270,727
1854	9,638,279	1,091,514,033	272,638,110
1855	11,678,015	1,107,272,715	294,012,564
1856	12,743,179	1,112,133,136	316,506,930
1857	15,166,309	1,111,551,629	319,897,155

Year tax levied.	Amount of tax levied on real estate.	Amo'nt of tax levied on personal estate.
1843	$3,177,609 03	$787,571 11
1844	3,396,713 33	846,388 48
1845	3,379,749 15	790,778 80
1846	3,743,221 58	904,240 80
1847	3,913,028 00	930,547 60
1848	4,275,441 23	1,020,017 00
1849	4,466,619 28	1,082,362 00
1850	4,978,743 33	1,334,044 00
1851	5,584,773 26	1,224,665 00
1852	5,677,238 08	1,330,450 00
1853	7,483,930 11	1,842,833 86
1854	7,712,730 25	1,925,549 38
1855	9,227,784 18	2,450,281 51
1856	9,920,072 09	2,823,107 64
1857	11,776,974 09	3,389,335 53

This statement shows that only about one-fifth of all taxes falls upon personal property, while real estate pays four-fifths.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	----	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	58,430	22,359	—	----
28 Feb. '59	30.3	—	----	68.1	2	2	19	*Alabama and Mississippi*	481,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	56,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	.....	155,628	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	.....	76,773	21,006	—	----
1 Jan. '59	319.2	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,966	2,462,492	116.9	.....	446,153	211,880	6	----
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	—	—	—	—	—	—	—	—	----
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
30 Nov. '58	38.5	—	----	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	----
								CALIFORNIA.													
30 Sep. '59	22.5	—	----	41.8	—	—	—	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	—	----
								CONNECTICUT.													
31 Jan. '59	23.9	—	----	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	----
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	383,500	152,777	—	----
31 Aug. '59	61.4	10.6	----	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	----	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,337	159.0	.....	271,273	66,330	—	----
31 Dec. '58	57.0	—	----	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	----
30 Nov. '58	62.3	—	----	—	—	—	—	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	----
31 Dec. '58	46.4	8.8	----	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	172,369	70,487	5	----
30 Nov. '58	66.0	—	----	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	----
31 Mar. '58	62.2	—	63.8	—	29	72	368	New York and New Haven	4,593,698	661,547	—	3,000,000	2,219,002	79,722	5,582,071	74.0	432,024	932,550	231,560	3	----
31 Mar. '58	59.0	7.0	----	—	—	—	—	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	285,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	----
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	----
								FLORIDA.													
-- -- 59	154.2	—	----	—	—	—	—	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '58	—	—	----	45.1	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	—	—	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	----
-- -- 59	26.5	3.9	----	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,367	8	125
-- -- 59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '57	53.0	—	----	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	298,500	—	1,032,200	53.0	.....	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	.....	—	—	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,571	3,750,000	199,351	—	5,977,106	229.0	790,016	1,633,947	794,343	10	----
31 Mar. '59	171.0	61.0	----	—	—	—	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	96,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	96
31 July '59	50.0	—	----	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	80.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—	----
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	—	147.2	171,758	547,876	337,769	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
-- -- --	220.0	—	----	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	.....	----
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,088,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	----
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
-- -- 58	138.0	—	----	75.0	—	—	—	Chicago and Northwestern	.....	.....	.....	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	----
30 Jun. '58	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	62½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	62
-- -- 57	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	57½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
-- -- --	148.0	—	----	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	.....	----
-- -- --	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	.....	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
-- -- 58	186.0	—	----	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	.....	----
31 Dec. '58	100.0	—	----	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	.....	----
-- -- --	1.0	—	----	—	—	—	—	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	.....	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,497	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	—	—	—	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
-- -- --	29.0	—	----	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	49
31 Dec. '58	84.0	—	----	—	—	—	—	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	----
31 Aug. '57	78.0	—	----	—	—	—	—	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	—	108.0	.....	222,737	74,328	—	----
-- -- 59	64.0	—	----	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	.....	----
-- -- 58	86.0	49.0	----	—	—	—	—	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	.....	----
-- -- 58	288.0	—	----	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	.....	----
-- -- 58	74.0	—	----	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	.....	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	.....	----
-- -- 59	86.0	—	----	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	—	86.0	.....	.....	.....	.....	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	.....	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	.....	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	543,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	.....	----
-- -- 59	55.0	52.6	----	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	.....	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	.....	----
-- -- 58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	712,322	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '59	29.0	—	----	—	—	—	—	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	—	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	----	—	—	—	—	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	99.0	37.5	----	85.0	10	9	135	Louisville and Nashville	3,580,826	254,154	—	2,161,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	----
-- -- 59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	.....	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	.....	----
-- -- --	27.0	—	----	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	.....	----
31 Dec. '58	80.0	—	----	178.0	—	—	—	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	.....	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	.....	----
31 Aug. '58	21.0	—	----	168.0	—	—	—	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	60,384	992,050	21.0	.....	.....	.....	.....	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Total, incl. all other assets and liabilities.	Earnings. Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Divi lends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....		9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,189	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,229	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	308,413			180,000	143,678	.....	.....						
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,021	6	91
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	70½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,269,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	154
								MASSACHUSETTS.													
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*		600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	26.8	1.8	43.6	—	20	26	544	Boston and Lowell	2,239,253	183,345		1,830,700	440,000	21,965	2,619,210	28.6	274,655	407,399	166,109	6	99½
31 May, '59	74.3	7.4	50.8	—	30	39	540	Boston and Maine	3,847,004	868,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,657	7½	105½
31 Dec. '57	74.5	—	2.1	—	...	...	...	Boston and New York Central	3,622,203	69,941		2,241,000	374,550	1,299,039	3,923,319	74.5	.....	88,483	7,052	—	.....
30 Nov. '58	43.5	12.0	22.8	—	22	27	200	Boston and Providence	3,333,807	191,175		3,160,000	195,229	.....	3,862,710	55.5	292,649	527,764	259,176	6	105
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	437,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,276	6	103½
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	144,600	114,417	.....	47.2	78,282	106,846	49,483	—	.....
30 Nov. '58	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558	20,000	1,591,100	223,000	28,000	.....	75.4	158,815	238,390	90,877	2	60
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,134,475	456,523	262,102	2,853,400	2,105,500	172,218	5,128,719	100.5	373,641	663,135	319,526	—	55
30 Nov. '58	19.9	1.3	2.8	—	...	...	...	Essex	742,592	4,416		299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,295	—	40
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	250,149		3,540,000	.....	131,453	3,863,710	67.7	303,392	572,967	278,835	6	90½
30 Nov. '58	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	293,658	40,226		210,000	64,200	65,735	.....	26.0	35,557	35,476	12,849	6	.....
30 Nov. '58	9.0	—	9.0	—	...	...	...	Grand Junction (Boston)	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	—	.....
30 Nov. '58	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	598,299	.....	.....	292,651	200,000	105,649	.....	ope	r. by N.	H. & N'h	23,294	—	.....
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	.....	12.4	22,455	42,784	18,540	3	.....
30 Nov. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684		600,000	.....	.....	.....	14.6	123,395	180,085	71,505	8	105
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906		500,000	.....	12,600	.....	21.5	52,220	137,914	28,968	—	.....
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,086	59,096		220,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	.....
30 Nov. '58	8.6	—	0.4	23.4	...	...	...	N. York and Boston Air Line	416,133	.....	.....	223,176	673,210	4,643	.....	8.6	18,093	16,606	1,647	—	.....
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503		3,015,100	161,500	30,935	3,748,970	87.3	365,197	551,399	257,066	6	106½
30 Nov. '58	18.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	ope	r. by We	stern.	27,000	6	.....
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,534,911	254,565		1,550,000	300,000	46,500	1,897,369	43.4	199,895	270,402	110,344	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543		243,305	226,900	.....	.....	16.9	29,822	50,856	.....	—	.....
30 Nov. '58	21.9	—	.....	—	...	...	...	Stockbridge and Pittsfield	444,600	4,100		448,700	.....	.....	450,000	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '58	7.1	—	.....	35.5	...	...	...	Troy and Greenfield	329,741	.....	.....	288,428	169,000	9,854	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343		2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	103
30 Nov. '58	173.4	—	94.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,713	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,700,293	809,363	8	107½
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961		1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5½	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	...	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,329,155	4,707,500	.....	9,008,269	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	...	...	...	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	90½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,400	19,595,407	539.0	.....	2,019,425	777,273	—	6
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,441	59.7	.....	176,462	110,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	...	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	...	*Hannibal and St. Joseph*	14,438,612	*		1,770,612	8,768,000	900,000	11,438,612	206.8	.....	603,777	333,442	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	...	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	...	...	...	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....	.....	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	...	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	506,000	.....	.....	246,018	150,000	109,962	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,500	1,564,506	34.5	334,532	459,659	128,306	8	82
30 Sep. '59	46.8	—	.....	—	...	...	...	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	.....
31 Mar. '59	14.6	—	.....	—	...	...	...	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	...	Eastern	525,205	.....	.....	.....	.....	.....	525,205	ope	r. by Eas	tern Mass.	.....	—	55
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,980	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	...	Manchester and Lawrence	1,000,000	.....	.....	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	82
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	...	...	...	Belvidere Delaware	3,173,285	*		1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,787,970	*		656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	.....
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	229,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	...	...	...	New Jersey	3,225,532	313,295		3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	130
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	13.5	—	.....	—	...	...	...	Paterson and Hudson	630,000	.....	.....	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	...	...	...	Paterson and Ramapo	350,000	*		248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	...	...	...	Warren	1,568,713	*		968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	98,620	8½	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
20 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	.....	.....	—	—	—	—	—	.....
10 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	.....	.....	.....	ope	r. by W	estern.	.....	6	.....
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	362,500	52,570	.....	.....	37.5	34,424	60,524	32,413	—	.....
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	.....	14.8	16,530	23,554	9,204	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	.....	.....	541,249	172,321	—	.....
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	.....	.....	87.8	356,145	814,116	359,609	6	.....
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	.....	.....	34.6	59,539	59,421	5,092	—	.....
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	.....	.....	ope	r. by N.	Y. & E.	24,000	7	.....
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	.....	.....	—	.....	.....	.....	.....	.....	ope	r. by Re	ceivers.	.....	—	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	.....	—	—	—	—	—	.....
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	.....	.....	ope	r. b. B. N.	Y. & E.	.....	—	.....
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	.....	17.3	49,519	58,207	10,840	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	.....	150.0	700,224	1,842,636	770,096	—	41½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,188	870,000	115,856	.....	.....	—	—	—	—	—	.....
31 Mar. '59	84.0	2.5	.....	8.5	19	34	185	Long Island	2,211,659	354,611	1,000	1,852,715	639,497	144,566	.....	.....	101.5	213,414	334,038	111,531	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	74	
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	29,909,749	4,148,885	973,083	11,000,000	26,371,511	1,707,575	39,079,086	495.0	3,000,369	5,151,616	1,086,575	—	3½	
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	.....	152.9	621,747	975,853	358,792	—	9
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	.....	1,494,000	.....	.....	.....	121.8	311,404	410,806	127,013	—	.....
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	660,919	100,462	—	396,340	197,000	16,415	.....	.....	35.9	68,845	115,990	61,347	8	.....
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	.....	.....	75.4	98,686	94,385	44,715	—	.....
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	.....	.....	.....	46.2	89,380	208,223	33,946	3	.....
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	663,539	—	—	555,450	150,000	30,417	.....	.....	18.4	32,980	37,280	18,500	2	.....
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,435	278,400	66,810	.....	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	.....	.....	.....	ope	r. by Ren	s. & Sar.	30,150	2½	.....
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	.....	.....	54.5	107,506	139,389	32,196	—	.....
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	.....	.....	.....	.....	—	—	—	—	—	.....
30 Jun. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	.....	.....	81.3	148,240	177,627	74,359	—	.....
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	.....	.....	27.2	61,614	125,042	53,289	—	.....
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	.....	.....	.....	.....	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	.....	.....	ope	r. by oth	er Co's.	.....	—	.....
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,805	397,712	187,000	6	.....	
								NORTH CAROLINA.														
-- -- '58	95.2	2.0	.....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	.....	—	.....
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	.....	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	.....	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....	
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	.....	70,860	364,072	.....	.....	.....	.....	.....	—	.....
								OHIO.														
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,226	146,812	—	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	439,437	249,666	7	59	
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	.....	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	94½	
31 Dec. '58	67.0	—	.....	18.0	—	—	—	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	.....	237,106	142,855	.....	—	.....
31 Dec. '59	96.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110	
30 Nov. '58	101.0	102.5	.....	—	42	...	...	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	6½	
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,868,918	188.6	.....	798,155	414,456	6	19½	
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	.....	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	.....	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	80	
31 Dec. '58	72.0	—	.....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	.....	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	.....	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	.....	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,887	45.0	105,304	151,866	44,615	.....	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	'24,000	31,126	10,460	.....	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83	
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	.....	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	.....	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,080	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	.....	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	.....	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	.....	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	.....	11,223,000	250.0	.....	676,022	159,769	.....	—	.....
								PENNSYLVANIA.														
-- -- '58	44.0	—	.....	136.2	.....	.....	.....	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	.....	85,000	45,000	.....	—	.....
-- -- '58	21.3	29.0	.....	—	.....	.....	.....	Beaver Meadow	1,542,960	*	—	1,650,000	2,000	.....	.....	50.3	.....	.....	.....	.....	10	.....
31 Aug. '59	63.5	—	.....	—	.....	.....	.....	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	.....	—	.....
30 Sep. '59	52.5	—	.....	11	.....	.....	.....	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,811	6	.....	
-- -- --	54.0	—	.....	—	—	—	—	Dauphin and Susquehanna	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	.....	—	.....
31 Dec. '59	110.8	2.3	.....	—	71	17	3,366	Del., Lackawanna and West'n	8,831,707	*	505,000	3,380,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	.....	53	
-- -- '59	36.5	—	.....	—	—	—	—	East Pennsylvania	.....	.....	.....	.....	.....	.....	.....	36.3	.....	.....	.....	.....	—	.....
-- -- '58	19.6	—	.....	—	—	—	—	Erie and Northeast	750,000	*	—	600,000	100,000	.....	750,000	ope	r. b. Buf.	& S. L.	.....	.....	10	.....
31 Aug. '58	36.9	19.0	.....	—	.....	.....	.....	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	.....	1,881,697	55.9	.....	423,561	166,852	8	54	
31 Dec. '58	35.0	—	.....	41.3	.....	.....	.....	Hempfield	1,388,168	*	—	.....	.....	.....	.....	35.0	.....	.....	.....	.....	—	.....
-- -- '58	30.5	10.3	.....	—	.....	.....	.....	Huntingdon and Broad Top	1,181,997	*	—	.....	.....	.....	.....	40.8	.....	.....	.....	.....	—	.....
30 Sep. '57	68.0	—	.....	—	.....	.....	.....	Lackawanna and Bloomsburg	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	—	.....
30 Nov. '58	45.7	—	.....	20.2	15	6	882	Lehigh Valley	3,276,523	*	—	1,788,000	1,500,000	800,000	.....	45.7	.....	441,187	268,724	6	28	
30 Nov. '58	28.0	10.0	.....	—	.....	.....	.....	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	.....	.....	38.0	.....	358,101	255,930	9	.....	
-- -- --	8.0	21.0	.....	—	.....	.....	.....	Mauch Chunk and Summit H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	13.0	74.0	.....	—	.....	.....	.....	Mine Hill and Schuylk. Haven	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	55.6	10.1	.....	—	16	14	513	North Pennsylvania	4,967,321	383,516	—	3,086,710	2,714,500	391,606	6,197,816	65.7	.....	296,894	102,071	—	86½	
31 Dec. '58	330.0	56.0	300.0	—	209	99	2,345	Pennsylvania	21,853,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987	386.0	.....	5,185,330	2,163,445	6	74	
31 Dec. '58	19.7	—	.....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	167,194	10	.....	
30 Nov. '58	147.4	4.0	.....	—	142	58	5,638	Philadelphia and Reading	19,390,868	2,121,019	20,190	11,787,041	12,195,950	111,314	24,044,805	197.4	.....	2,510,751	1,310,952	3½	37½	
-- -- '58	88.0	—	.....	—	.....	.....	.....	Philadelphia and Sunbury	1,348,812	*	—	600,000	1,200,000	.....	.....	88.0	.....	89,636	53,336	—	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending:	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	.....	—	...	...	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. & Amboy		7	.....
30 Nov. '58	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	8	.....
31 Oct. '57	48.0	—	.....	80.0	...	...	—	Pittsburg and Connellsville	2,285,606	*	—	1,031,173	1,100,000	513,403	2,644,756	48.0	.....	57,838	4,740	—	.....
— — '59	10.3	—	.....	127.5	...	...	—	Pittsburg and Erie	.....	.....	.....	.....	.....	.....	.....	10.3	.....	.....	.....	—	.....
31 Dec. '58	467.0	—	.....	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,260,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658	—	.....
30 Sep. '57	31.0	—	.....	11.0	...	...	...	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	*	.....	.....	.....	—	.....
— — —	25.0	—	.....	—	...	...	...	Schuylkill Valley	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
1 Jan. '59	40.2	—	.....	230.9	...	...	...	Sunbury and Erie	5,517,841	37,933	—	3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	.....
— — '58	29.7	—	.....	—	...	...	...	Tioga	1,093,263	*	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Mar. '59	78.0	—	.....	—	...	...	...	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,861,973	161,272	4,148,920	.....	.....	191,970	96,306	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	...	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	...	...	...	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	40.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	...	...	...	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	...	...	...	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	...	...	...	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	...	...	...	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	...	...	...	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
— — '58	30.0	—	.....	—	...	...	...	Cleveland and Chattanooga	867,210	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '58	46.7	—	.....	—	...	...	...	Edgefield and Kentucky	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '58	110.8	—	.....	—	...	...	...	East Tennessee and Georgia	3,376,943	*	—	1,289,155	1,910,688	278,319	3,501,197	110.8	.....	264,959	156,195	—	.....
30 Jun. '58	130.3	—	.....	—	10	13	95	East Tennessee and Virginia	2,529,418	117,512	—	629,800	1,968,950	406,659	3,041,940	130.3	.....	191,198	95,231	—	.....
30 Jun. '58	271.0	28.0	.....	—	...	...	...	Memphis and Charleston	5,276,573	699,776	109,066	2,258,115	2,594,000	837,992	6,354,752	299.0	.....	1,330,812	778,036	—	.....
— — '59	82.0	—	.....	48.3	...	...	...	Memphis and Ohio	3,200,000	*	—	.....	.....	.....	.....	82.0	.....	.....	.....	—	.....
30 Jun. '59	—	—	.....	73.0	...	...	...	Memphis, Clarkesv. & Louisv.	195,364	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '59	48.1	—	.....	24.8	4	3	48	Mississippi Central and Tenn.	1,023,470	*	—	309,562	624,500	118,659	1,052,721	48.1	.....	.....	43,436	—	.....
30 Nov. '58	34.2	—	.....	—	2	3	21	McMinnville and Manchester	565,459	*	—	140,097	406,000	.....	565,459	34.2	run by	Nash. &	Chatta.	—	.....
30 Nov. '58	151.0	8.0	.....	—	38	20	323	Nashville and Chattanooga	3,783,472	*	160,000	2,262,405	1,674,000	85,944	4,121,557	193.2	.....	641,552	279,267	3	.....
— — '58	—	—	.....	172.8	...	...	...	Nashville and Northwestern	1,000,000	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '58	43.6	—	.....	68.3	...	...	...	Tennessee and Alabama	935,697	*	—	309,754	626,889	83,037	.....	43.6	.....	55,775	29,405	—	.....
— — '59	15.0	—	.....	9.5	...	...	...	Winchester and Alabama	.....	.....	—	.....	.....	.....	operated	by	Nash. &	Chatt.	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	...	...	...	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	...	...	...	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	...	...	...	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,601,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	...	...	...	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	...	...	...	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	...	...	...	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,350,695	ope	r. by Vt.	Central	.....	—	53
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,996	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	...	...	...	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	...	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	...	...	...	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	85,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,088,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	...	...	...	Norfolk and Petersburg	2,106,066	*	10,800	1,511,000	439,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	...	...	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '58	112.5	9.1	4.5	36.0	12	10	101	Orange and Alexandria	4,339,375	*	—	1,899,329	1,480,500	371,599	5,134,475	97.6	150,538	258,875	151,872	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	...	...	...	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	102	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	28.3	—	.....	14.3	2	1	13	Richmond and York River	488,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,406	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,804	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	...	...	...	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,000	10,815	—	.....
								WISCONSIN.													
— — '59	55.0	—	.....	16.0	...	...	...	Kenosha and Rockford	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	...	...	...	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	...	...	...	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 moe.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,945	—	1¼
— — '57	50.0	—	.....	85.0	...	...	...	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	...	...	...	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,602,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	...	...	...	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	28	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,061	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,580	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,22[illegible]	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	...	...	...	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	.....	...	...	...	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	...	...	...	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
31 Dec. '58	48.7	—	.....	—	...	...	...	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	12	127½

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	25,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	82½
" "	700,000	6	1880	84
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1860	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	*'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	----
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	---	1885	----
4th Mortgage (S. F.)	1,339,250	---	1876	----
Income (1858, '59 and '60)	1,238,200	---	var.	----
Income (iss. to Muskingum Co.	100,000	---	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	---------	†	------	----
2d Mortgage	---------	†	------	----
3d Mortgage	---------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	90
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	82
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1861	----
Special (Sunbury and Erie)	500,000	---	------	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	65
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	----
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	70
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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---	---------	---	------	----
***Columbus, Piqua and Indiana:**				
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---	---------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1859, 60, '62, '63)	210,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
---	---------	†	------	----
---	---------	†	------	----
Dayton and Michigan:				
---	---------	---	------	----
---	---------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	---------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	89
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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---	---------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	---------	7	1791	----
Free Land, 2d Mortgage	---------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	150,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'68	93
2d Mortgage (S. F.)	1,788,000	7	1875	83
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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---	---------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	98
Hartf'd, Providence and Fishkill:				
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---	---------	---	------	----
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	----
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,685,000	7	1875	86½
Construction	4,115,000	6	1875	95
Free Land	3,000,000	7	1860	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1868	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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---	---------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,786,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		83
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,496,000	7	1868	
2d Mortgage	2,000,000			
3d Mortgage	1,500,000			
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		93
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oakaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		

Description.	Amount.	Interest.	Due.	Price.
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	88
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	92
2d Mortgage	2,000,000	7	1859	89
3d Mortgage (convertible)	6,000,000	7	1871	
4th Mortgage (convertible)	3,715,000	7	1880	47
5th Mortgage	1,253,500	7	1883	78
Unsecured (convertible)	3,423,000	7	1871	25
Unsecured (convertible)	3,001,000	7	1862	24
Sinking Fund	3,925,500	7	1875	24
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	965,000	6	1866	91½
1st Mortgage	929,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			87
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	5	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				

Description.	Amount.	Interest.	Due.	Price.
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	612,500	6		76
2d Mortgage	1,587,500	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,600,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1866	90
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
For Canals, etc.	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1873	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,600	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	92
Mortgage	1,572,800	6	1860	92
Mortgage (convertible)	886,000	6	1860	92
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	78
Mortgage (convertible)	3,586,500	6	1886	67½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	96
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie:				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	55
2d Mortgage (convertible)	2,000,000	7†	'68–'70	----
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	17
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, January 21, 1860.

Southern Pacific Railroad.

It is stated that Mr. J. Edgar Thomson, of the Pennsylvania Railroad, has accepted the Presidency of the Southern Pacific Railroad; and that V. K. Stevenson, President of the Nashville and Chattanooga, is to act as its General Agent. Samuel Tate, of the Memphis and Charleston, is to be Commissioner of the Land Department.

This is certainly a strong array of names. All of these gentlemen occupy high positions, and are widely and favorably known as successful men, possessing a wide experience in railway affairs. If they all give themselves heartily to this new enterprise, their well known energy and abilities cannot fail to accomplish very important results.

We presume these gentlemen, if they have connected themselves with this work in the manner stated, propose no half-way measures, nor the construction of a section of road of only a few hundred miles in extent. If they had no objects beyond this, they could have found plenty of work nearer home.

One thing is certain. A Pacific Railroad will never be *completed*, unless undertaken; and all have seen enough of railroads to know that what had a very small, and often, apparently inadequate commencement, ripens, in time, into a great and successful achievement. We are not informed as to the plans of these gentlemen, but we suppose, that in due time, they will bring out a scheme which shall bear some proportion to the magnitude of their undertaking. They all know how to build railroads, and the difficulties in the way of their construction, and have measured well, we presume, the difficulties before them.

Should they commence their road and push it vigorously forward, they will have gained one important advantage. By attracting the attention of the country, they lay the foundation of a conviction that theirs is the best route, and they are to be the successful competitors for the great prize. In a moral point of view this is a very great advantage, and one which they will not be slow to turn to account.

The first point aimed at, we presume, is El Paso. The territory traversed thus far, 800 miles, is in the State of Texas. Beyond this, to the eastern boundary of California, the assistance of the general government we take it, will be sought. San Diego will be the first point made for on the Pacific. It has a pretty good harbor, but it is not San Francisco. That point, we presume is embraced in the programme. The majority of the people of California prefer a more northern route for fear, that should a road be constructed to San Diego, it would be a long time before it would reach San Francisco.

Pittsburg and Steubenville Railroad.

At the annual meeting of the stockholders of the Pittsburg and Steubenville Railroad, recently, Mr. Isaac Jones was elected President. The affairs of the road are in much the same state as when the last annual meeting was held, and the prospects of its completion but little more promising.

The Pro Rata and Toll Bills before the Legislature.

There now seems to be every prospect that bills to reimpose upon the railroads of the State the canal tolls, and to compel them to carry *local* at the same rate as *through* freights, now pending before the Legislature of the State, will become laws. If so, a blow, fatal to the interest of our railroads, will be dealt. It will fall with peculiar force upon the Erie, as this road now finds it a most difficult task to meet the interest on its liabilities, for which, at the present time, it is quite unequal. Should these measures become laws, and continue in force any considerable length of time, the stock of the Central will be where the unsecured bonds of the Erie are now, if not at figures still lower.

The success of these propositions is greatly to be regretted on other accounts as well as the injury they will work on our railroads. They are based upon the falsest principles of political economy. Commerce should never be subjected to any changes beyond the cost of transportation, and a fair return upon the capital invested in the means of conveyance. Such undoubtedly are the views of our people, could the question be fairly presented to them. But it has now become involved in the political maelstrom, where passion and personal interest override all other considerations. The Governor seems disposed to make the most of the wrong side of this matter, to advance his political aspirations. As he leads the dominant party in the State, there is every reason to suppose he will carry the measures he has recommended.

In the meantime, the two great companies most interested seem to be entirely inactive, or to rely upon *lobby* operations, rather than meet the case fairly upon its merits, in which issue, success must be the certain result. This question never has been referred to in any report ever made by either company. They have never taken the first step to disabuse or enlighten the public mind. The Central Company have not, during the whole period of its existence, made a communication directly to its stockholders Complete retiscence has been its policy. It has allowed the storm to gather which now seems about to break upon it; but which, it has been in its power to dissipate, by the publication of a few well-timed arguments. But it has preferred silence, and to allow an opposition, contemptible in the outset, to go on increasing in strength, till it has seized the chair of State, and to become the predominant party. It is, in this way, the author of the mischief from which it is about to suffer.

Nashville and Northwestern Railroad.

Col. Stevenson, the President of this road, has succeeded in making the purchase of sixteen thousand tons of iron, all that will be required for the Nashville and Northwestern road. Twelve thousand tons were purchased in Europe, and the balance in Pennsylvania. About one thousand tons have already been delivered at Hickman, Ky., and the balance is to be delivered at the rate of one thousand tons per month.

The cost of the iron will amount to about $1,100,000, of which $80,000 has been paid. The twelve thousand tons to be purchased in Europe is to be paid for in one-fourth of the company's second mortgage bonds and three-fourths in State bonds, both at par. The inland freight, amount-

ing to about $100,000, is to be paid in the same manner.

All the important work of grading, masonry and bridging on the entire line, with the exception of the bridge over the Tennessee river, has been contracted for, and is being pushed forward in such a manner as to give assurance that it will be completed within contract time. The company have already drawn $300,000 of State bonds, and will draw $200,000 more in sixty to ninety days. This fact shows the rapidity with which the work is being pushed forward.

New York and Erie Railroad.

We give herewith statements which are copies from the General Ledger of the New York and Erie Railroad, showing the financial condition of this road, as it was on the 30th of September, 1852, and for each year succeeding, to the present; —also statements showing the earnings and expenses of the road, for a period of seven years consecutively, ending with September 30. The expenses include all kinds of current expenditure, except the interest on the company's indebtedness, and undoubtedly embrace large sums that properly belong to construction, and would have been charged to this account by most companies, and perhaps by the Erie, had it been flush of cash. In this case, all such expenditures were paid from earnings, which has been the only resource of the company for a year or two past. The result for the past seven years, consequently, is probably as unfavorable to the company as we have every right to expect the next seven years will be.

In this period, the gross earnings have been $36,935,567; ordinary expenses, $22,257,442; extraordinary expenses, including loss on steamers sold; rebuilding bridges; bad debts; running the Buffalo and New York City Railroad, etc., etc., $1,066,822; rent of Union and other roads, $659,-004. Total, $23,983,268, leaving a balance of net earnings, $12,952,299. The interest accruing on the funded and floating debt, in the meantime, was $11,824,800, showing a balance in favor of the road of $1;127,499. In the meantime, dividends to the amount of $1,953,265 have been paid, $1,000,000 being in *stock*. There has also been paid to the sinking fund, for the bonds due in 1875, $1,462,000.

These data are given to enable every person interested in the road to form his own opinion as to the value of the securities he may hold. The completion of the Long Dock will greatly increase the facilities of the company, and add largely to its business, but at the same time, it will add largely to its liabilities. The advantage, however, must be largely in its favor.

We have a right to expect for the future, a rapidly increasing business from the road. We presume it has been as large the past three months, as for any corresponding period since its first opening. The rates of transportation, unfortunately, have been very low, owing to the low price of nearly all the great staples of the country, and to the vigorous competition encountered on every side. Both these causes of low rates will probably continue for some time to come. The alternative for the company, consequently, is in reducing the cost of transportation.

Here is, undoubtedly, a wide margin for saving. Indeed, the future success of the road does not so much depend upon the amount of traffic coming to it, as to the economy and ability with which it is worked. If every cent that the road is capable of earning is saved, it may be made to pay a sum equal to the interest on all its liabilities. Unless this kind of success be achieved, the road must certainly go down.

Comparative Statement of Balances of General Ledger of the New York and Erie Railroad Company, on the 30th of September, 1852, '3, '4, '5, '6, '7, '8 *and* 9.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.
DEBITS.								
Capital stock	$7,766,991 17	$10,000,091 08	$10,023,968 84	$10,000,000 00	$11,100,000 00	$11,000,000 00	$11,000,000 00	
Funded debt	18,003,868 90	20,178,868 90	22,641,000 00	24,891,000 00	24,891,000 00	26,488,016 55	25,260,000 00	
Bills payable	2,319,416 41	2,673,821 73	2,225,046 06	1,061,540 03	991,066 91	752,257 86	313,703 33	
Accounts payable	487,081 88	464,733 67	679,706 07	573,818 76	584,451 86	908,812 20	1,827,696 74	
Profit and loss	117,161 30	366,390 69	....	803,492 13	1,786,248 97	....	....	
Totals	$28,694,518 66	$33,578,906 07	$35,569,710 97	$37,348,794 76	$38,252,767 74	$39,081,468 46	$39,079,086 61	$38,401,300 07
CREDITS.								
Construction	$26,841,576 79	$31,222,834 21	$33,439,431 40	$33,742,317 11	$34,369,978 54	$34,469,323 93	$34,494,276 40	$35,320,907 19
Union Railroad	....	143,427 77	433,530 91	425,936 60	....	....	....	....
Cash, and Cash items	178,611 99	428,484 04	266,370 40	180,768 02	300,855 86	21,467 71	44,717 06	39,715 88
Materials	266,249 98	541,043 70	521,810 02	504,655 06	502,540 86	547,836 00	486,677 41	445,631 84
Fuel	376,562 65	264,418 53	185,896 21	497,115 25	728,463 22	572,371 77	817,920 88	275,509 85
Other assets	658,147 71	685,684 91	274,152 01	491,427 94	364,565 46	872,773 07	824,860 11	227,502 18
Bills receivable	378,379 54	358,062 91	419,082 28	413,585 15	470,549 02	360,267 83	185,416 75	277,590 55
Discount on bonds, 1876	....	....	....	766,999 63	721,814 78	607,885 87	*	*
Sinking fund	....	....	....	822,000 00	794,000 00	1,386,000 00	† 978,083 08	† 1,105,885 31
Long Dock	....	....	....	....	....	744,042 00	198,619 93	708,607 12
Profit and loss	....	29,987 74	....	....	....	....	....	....
Totals	$28,694,518 66	$33,578,906 07	$35,569,710 97	$37,348,794 76	$38,252,767 74	$39,081,468 46	$39,079,086 61	$38,401,300 07

* Transferred to Construction.
† Deducted from Funded Debt.

This statement differs materially from the usual statement made of earnings, for the reason that they only include those immediately connected with the Traffic Department, whereas there are large expenditures outside the regular business. The company have also suffered heavy losses from investments in steamboats, which have been carried to *profit and loss*.

In the statement immediately preceding, no account is made of the sinking fund, to which $1,-462,000 have been paid.

The extraordinary expenses on account of leased roads, and payments made to the New Jersey Railroad Co., amounts to about $170,000 annually.

YEAR ENDING SEPTEMBER:	1853.	1854.	1855.	1856.	1857.	1858.	1859.
Gross revenue for year	$4,818,962 86	$5,859,958 68	$5,488,998 87	$6,878,662 00	$5,755,824 32	$5,151,616 43	$4,482,149 32
Expenses of all kinds	2,421,081 68	3,825,752 20	2,777,141 88	3,568,438 00	4,201,947 07	3,967,641 29	3,077,312 23
Net earnings	$1,887,930 68	$2,034,206 48	$2,711,851 49	$2,825,124 00	$1,553,877 25	$1,198,975 14	$1,404,837 09
Interest on debt, rent of Union and other Roads	1,386,041 29	1,729,929 41	1,878,431 62	1,842,957 00	1,856,310 06	1,876,811 23	1,915,424 28
Surplus, after paying expenses, interest, etc.	$501,889 39	$304,277 07	$833,419 87	$982,766 00	*$302,932 81	*$681,836 09	*$510,587 19
Dividends on stock	252,660 00	700,605 50	....	....	†1,000,000 00	....	....
Balance to credit of profit and loss, as above	$249,229 39	$396,328 43	....	....	$1,802,932 81	....	....

RECAPITULATION.

* Loss. † In stock.

Gross earnings from September 30, 1852, to September 30, 1859, seven years	$36,935,567 30
Expenses, same time	23,324,264 99
Net earnings for seven years	$13,611,302 31
Interest on funded and floating debt, rent of Union and other Railroads	12,488,805 23
Net profit after paying all expenses, taxes, losses and interest on debt, from September 30, 1852, to September 30, 1859	$1,127,497 08
Dividends paid in 1853, 1854 and 1857	1,958,265 50
Deficit, including the payment of dividends on stock	$825,768 42

RECAPITULATION.

Comparative Statement of Balances of General Ledger, Sept. 30, 1852, and Sept. 30, 1859.

	Sept. 30, 1852.	Sept. 30, 1859.	Increase.
Credits.			
Capital stock	$7,766,991 17	$11,006,000 00	$3,233,008 83
Funded debt	18,003,868 90	25,260,000 00	7,256,131 10
Bills payable	2,819,415 11	*2,005,712 08	*813,703 03
Accounts payable	487,081 88	1,827,596 74	1,340,514 86
Profit and loss	117,161 30	*117,171 30	*334,332 60
Totals	$28,694,518 66	$38,401,300 07	$9,706,781 41
Debits.			
Construction	$26,841,576 79	$35,320,907 19	$8,479,330 40
Cash & C'sh items	178,611 99	89,715 88	*138,896 11
Materials	266,249 98	446,631 84	179,381 86
Fuel	376,552 65	275,509 85	*101,042 80
Other assets	653,147 71	227,502 13	*425,645 58
Bills and acc'nts receivable	378,379 54	277,590 55	*100,788 99
Advanced Long Dock Comp'y		1,105,835 51	1,105,835 51
Profit and loss		708,607 12	708,607 12
Totals	$28,694,518 66	$38,407,300 07	$9,706,781 41

* Decrease.

Sunbury and Erie Railroad Opening Celebration.

On the 15th of December, when the formal opening of the Western Division of the Sunbury and Erie Railroad was celebrated at Warren, among the speeches made was one by Thomas Struthers, Esq., of Warren, of which the subjoined is an extract copied from the *Erie Gazette* of December 22.

Upon the subject of the company's finances, Mr. S. gives very specific statements of cost, and commits himself thereto, and, also, to the opinion that the road will do "more" than earn "ten per cent. to the stockholders," without observation or qualification. Mr. Struthers said:

Upon 168 of the 280 miles, its entire length, the rail is now laid and the cars running. Of the remaining 117 miles, 80 miles are graded, and much work done on the 37 miles yet to be completed. It is, therefore, too late to entertain a doubt of the final success of the work at an early day. The work from Erie to Warren has been done with less money than any equal length of railroad in the State, and the portion remaining to be done is equally cheap of construction. By this time next year, no doubt, the celebration of the final construction will take place.

Will it pay? This question will best be answered by a glance at the cost of the road and the business it will have to do. It is safe to assume that the whole cost and equipment will not exceed $13,000,000; which will be represented by $7,000,000 of five per cent. and $1,000,000 of seven per cent. bonds, and $5,000,000 of stock. The trade opened up to it on the lake at Erie, seeking a transit to the Atlantic cities, is larger than the whole foreign commerce of the nation. It passes, by easy grades, through a fine region of farming country, covered with most valuable timber and underlaid by inexhaustible mines of bituminous and cannel coal and iron ore. The whole lake country and the Canadas furnish a market for these articles—particularly the coal. The Pennsylvania, the New York and Erie, and New York Central Railroads do each a business, yielding receipts to the amount of nearly $5,000,000 per year. Why will not this, which affords the shortest line with the easiest grades between the Northwest and all the cities of New York, Philadelphia and Baltimore, do as much? But assume that it will do but half as much as one of these, $2,500,000—adpropriate 50 per cent. of this to the working and keeping in repair the road, and $420,000 to the payment of interest on the bonds, and you have $830,000 which will pay 10 per cent to the stockholders, and lay up six per cent. for the sinking fund, or to make further improvements. The road, gentlemen, you may depend upon it, will do this and more.

Finances of New York.

The State Comptroller's Report for the fiscal year 1859, presents the following leading figures:

State Debt.		Annual Interest.
General Fund Debt	6,505,654 37	$354,606 10
Canal Debt, No. 1	11,665,098 99	614,263 04
Do. No. 2	12,000,000 00	710,000 00
Do. No. 3	642,585 49	34,629 28
Do. No. 4	2,500,000 00	150,000 00
Contingent Debt	570,000 00	.....
Total	$33,883,338 85	$1,863,498 42
Gross Canal revenue, 1859		$1,859,879 63
Expenses, repairs, etc.		897,878 96
Surplus revenue		$962,000 67
Warrants drawn on treasury for the year		$5,071,492 31
Transferred to school fund		23,976 60
Literature fund		3,460 50
U. S. deposit fund		5,891 63
L. I. R. sinking fund		697 92
Unpaid warrants, 1858		654 18
		$5,106,083 84
In treasury, September 30, 1858	$308,539 35	
Receipts of year	4,781,188 44	
From school fund	531 80	
Unpaid warrants	424 44	
		5,090,684 03
Deficiency of revenue		$15,399 01

STATE OF THE TREASURY.

Balance, Sept. 30, 1858		$565,959 42
Receipts of year		6,479,278 74
Warrants unpaid		424 44
		$7,045,662 60
Warrants drawn on treasury	$6,858,789 45	
Unpaid warrants of 1858	654 18	
		6,359,448 63
Balance in treasury Sept. 30, 1859		$686,218 97
The treasury owes:		
To the school fund		$450,327 82
Literature fund		101,550 25
U. S. Deposit fund		105,851 67
Mariners' fund		1,334 57
R. R. sinking funds		26,465 22
General fund		29,025 00
Total		$723,554 03
Due from United States Deposit fund	$21,935 15	
General fund deficiency	15,399 91	
		37,335 06
Balance in the treasury Sept. 30, 1859.		$686,218 97
Deficiency on revenues as above		$15,399 01
Unpaid appropriations in all		250,000 00
Whole deficiency		$265,399 01
Estimated receipts year ending Sept. 30, 1860		$2,994,485 00
Estimated expenses ending Sept. 30, 1860		2,815,071 88
Estimated surplus		$179,413 12

Of the General Fund debt, $45,000 is due in 1860, and $1,400,000 in 1861.

The aggregate amount of valuations is, viz:

Real estate (assessed)	$1,098,666,251 00
Personal estate (assessed)	315,108,117 00
Corrected aggregate valuations,	$1,416,290,887 00

The amount of taxes is as follows:

1⅛ mill tax for support of Government, and ⅛ mill tax for the completion of the canals, is	$2,458,613 92
¾ mill school tax is	1,053,873 04
Town tax is	2,361,603 47
County tax is	10,479,210 85
Total taxation	$16,353,301 38

The rate of tax $1 valuation is 11.54 mills.

Finances of New Jersey.

The message of Governor Newell, of New Jersey, furnishes the following statement of the financial affairs of the State:

Whole amount of receipts during the year 1859	$207,740
Balance in Bank, Jan. 1, 1859	13,046
Total	$220,786
Disbursements.	
Ordinary expenses	$136,001
Extraordinary expenses	65,496
	$201,498
Appropriations unpaid.	
Balance of appropriation of 1859 to support Normal School	700
Appropriation of 1857 to Managers of Lunatic Asylum	9,000
Balance of 1859 to Public Schools	20,598
Balance of 1856 to Lippincott's Gazetteer	4,800
Estimated Receipts for 1860.	
Transit duties	$125,000
Dividends	24,000
Tax on capital stock	40,000
Interest on bonds and mortgages	2,773
Pedlars' licenses	1,800
Forfeited recognizances	500
United States for rent	800
Assessments on private acts	4,060
Total	$198,878
Balance in Bank Jan. 1, 1860	19,288
Total	$219,166

The liabilities of the State are as follows:—

Standing debt	$95,000
Unpaid appropriation for Normal School, 1859	700
Unpaid appropriation for Lunatic Asylum, 1857	9,000
Balance due schools	20,598
Lippincott's Gazetteer (not presented for payment)	4,800
Prison liabilities	3,000
Total	$133,096

Finances of Iowa.

The finances of this State, as shown in the message of the Governor, are in a satisfactory condition. The liabilities of the State amount to $352,492 37. Of this sum, $122,295 75 is part of the school fund which belongs to the State, and is held by it in trust for educational purposes, and on which the State pays interest; so that the actual liabilities only amount to $230,196 62. The balance now in the treasury, and in the course of payment through the banks, the delinquent taxes now due from the counties, and the tax of the year 1859, amount in the aggregate to $628,609 47. The Auditor estimates the expenditures for the two fiscal years commencing Nov. 7, 1859, and ending Nov. 1, 1861, exclusive of appropriations for charitable institutions and other special purposes, at $401,719 72, while the estimated resources of the State for the same period, exclusive of the saline and school fund, is put down at $858,609 48. The expenditures for ordinary purposes during the two fiscal years ending on the 7th of November, 1859, amount to $366,198 56, while the extraordinary expenses for the same period amount to $212,157 45—an aggregate of $578,356 02.

Mariotta and Cincinnati Railroad.

This road is to be sold. Below we give the substance of the judgment and decree of the court, (of Common Pleas for Ross County) ordering the sale. The Court decided—

1. That the M. & C. R. R. Co. is a corporation with the powers, &c., as stated in the petition.

2. That said company did execute and deliver the three several mortgages or trust deeds named in the petition, to wit:

The 1st mortgage to James Winslow, dated 1st October, 1852, conditioned for the payment of the company's bonds for $2,500,000.

The 2d mortgage to James Winslow, dated 1st May, 1854, conditioned for the payment of the company's bonds for $2,000,000.

The 3d mortgage to Edwin Ludlow, dated 17th April, 1857, for $1,500,000.

3. That all of said mortgages were recorded in the several counties through which the road passes, and that the same are severally valid as conveyances of the property, rights, privileges and franchises of said company in said mortgages mentioned, and as security for the payment of the bonds severally mentioned therein.

4. That the whole of the bonds secured by said 1st mortgage were issued and are now outstanding, and that the company has failed to pay the interest coupons attached to the same, and falling due 1st Jan. and 1st July, 1858, 1st Jan. and 1st July, 1859, and 1st Jan. 1860; and amounting, including interest from said several dates to the rendition of the decree to $464,187 50.

5. That all of the bonds secured by the 2d mortgage were issued and outstanding, and that the company has failed to pay the interest coupons falling due 1st Nov. 1857, 1st May and 1st Nov. 1858, and 1st May and 1st Nov. 1859, and amounting with interest to date of the decree, to $374,850.

6. That the bonds secured by the 3d mortgage were issued and outstanding, and the company failed to pay the interest coupons due 1st Sept. 1857, 1st March and 1st Sept. 1858, and 1st March and 1st Sept. 1859, amount at date of decree, $282,763 50.

7. That the conditions of said mortgages were forfeited, and the title to the property conveyed thereby to the Trustees had become absolute, at law, subject only to the equitable right to redeem by payment of the unpaid interest.

8. That said railroad company is insolvent, unable to pay its debts, to prosecute its business, to operate the road and to repair its bridges, culverts, &c., so that passengers and freight, and the agents and servants of the road, may pass over it in safety.

9 and 10. That certain chattel mortgages given to Niles & Co., and Barney, Parker & Co., have been partly satisfied by the delivery to them of the chattels covered by them, and are not liens on the property covered by said 1st, 2d and 3d mortgages.

11. That the first mortgage constitutes the first lien on the company's road and branches, made or to be made, the right of way, the land occupied thereby, the superstructure and tracks thereon, bridges, viaducts, culverts, fences, depot grounds and buildings, appurtenances and all franchises, rights and privileges of the company in and to the same, as described in said mortgage, but this finding is not intended to, and does not determine, that the rolling stock, &c., on which the plaintiffs claim to have the elder lien by virtue of said 3d mortgage, is included in the description of the property named in the 1st mortgage, but that and all other questions touching the claim of said 3rd mortgage to such priority, is reserved for future decision.

12. That the 2d mortgage is the second lien, except as to the rolling stock, &c., as to which the question is reserved.

13. That the 3rd mortgage is the third lien on the property described in the 1st and 2d mortgages, but the court being informed that none of the rolling stock, &c., was owned by the company at the date of said first two mortgages, but was acquired subsequently, and not now being advised whether said rolling stock, &c., falls under the exclusive lien of said two pre existing mortgages, or under the exclusive lien of said 3d mortgage, reserve that question for decision until the time arrives for the distribution of the proceeds of sale, and nothing in this decree shall be held to prejudice the right of the 3d mortgage bondholders to assert such priority, if such right they have, nor to prejudice the right of any creditor not a party to this suit, to assert any right or lien against said company or its property which may be superior to the rights or liens of said mortgage bondholders, nor to prejudice any right of the Lawrence Machine Shop to assert that against the proceeds of sale, any right which it may have to four locomotives claimed by it.

14. That said property, franchises, rights, privileges and appurtenances, and whether usually regarded as real, personal or mixed, cannot be so divided as to be sold in parcels to advantage, but should be sold as an entirety, leaving the proceeds of sale for distribution according to the several rights of the parties.

Commerce and Navigation.

The constant but gradual growth of our leading interests, as they are statistically exhibited from year to year, is considered so much as a matter of course, that it excites no surprise and but little interest; and in order to obtain a clear view, and to form a just idea of this growth, it is necessary to compare the present with a point somewhere in the past. In looking over an old volume of the *North American Review*, recently, we came across a table showing the extent of our navigation in 1833, and the ownership of each State, which we copy below, amounting in round numbers to 1,400,000 tons. He would have been considered a bold man, and not, perhaps, a very sound one, who should then have predicted that this tonnage would be doubled in twenty-five years, yet the result is an increase in that time, not of 100 only but of 450 per cent. In addition to the table copied from the *Review*, we give the comparative figures for 1858, showing the distribution of this great interest among the several States, and the gain made by each:

	1833.	1858.	Gain.
Maine	182,714	747,400	554,686
Massachusetts	395,924	794,660	398,736
New Hampshire	17,126	33,410	16,284
Rhode Island	40,607	48,781	8,174
Connecticut	52,878	114,716	51,838
Vermont	1,531	7,514	5,933
Tot. for N. Engl'd.	700,780	1,746,481	1,045,701
New York	319,209	1,600,726	1,281,517
New Jersey	33,143	114,654	81,511
Pennsylvania	88,162	284,418	196,256
Delaware	13.265	22,275	9,010
Maryland	80,702	249,560	168,858
District of Colum.	17,225	33,317	16,092
Virginia	43,807	79,880	39,003
North Carolina	32,142	43,178	11,036
South Carolina	15,560	62,012	46,457
Georgia	8,651	39,594	30,943
Ohio	9,683	118,350	108,667
Tennessee	3,047	11,412	8,365
Michigan	1,753	69,589	67,836
Alabama	7,240	47,443	40,203
Mississippi	926	2,552	1,627
Louisiana	6,171	213,736	207,565
Florida	3,002	20,987	17,905
Kentucky	..	..	29,037
Missouri	..	..	61,266
Illinois	..	..	73,905
Wisconsin	..	..	24,782
Indiana	..	..	4,266
Texas	..	..	11,585
California	..	..	79,813
Oregon	..	..	5,030
	1,384,538	5,049,719	

In 1833 steam was in its infancy. The steam tonnage of that year was a trifle over 100,000 tons, against 730,000 in 1858—an increase of more than 600 per cent. The fishing business in this time has been, comparatively, nearly stationary—employing 110,000 tons in 1833 against 140,000 in 1858. This slow growth is owing to the scarcity of mackerel and the difficulty of making fares of late years, the tonnage in that branch being only half what it was in 1833, while the cod fishery has nearly doubled.

But the most remarkable feature appears in the coasting trade, which employed 2,360,000 tons in 1858 against 744,000 in 1833; nearly a million tons more than our whole tonnage twenty-five years ago. The rapid increase of this trade is more gratifying in every point of view than that of any other, as showing a continually increasing interchange of commodities between the several sections and States of the Union, tending every year to render us more independent of foreigners, and drawing closer the bonds of Union by the strong chain of mutual interest.—*Boston Journal.*

Logansport and Burlington Railroad.

This important work was fully opened to the public on the 26th ult., when a train passed over the whole line of the road from Logansport to Burlington. That portion of the road between the Chicago Branch of the Illinois Central Railroad and Logansport road, two miles, has been constructed since the 16th of May last, a period of only 7 months and 9 days, a despatch unexampled in the construction of railroads. During this time, three truss bridges, of the aggregate length of 1,342 feet—one 907 feet long over the Tippecanoe river, being 73 feet above the bed of the river, have been constructed; and three structures of trestle work, of the aggregate length of 4,050 feet—one 850 feet long and 47 feet high, at Crooked Creek. The three contain 790,000 feet, board measure, of timber.

In the construction of the road during the seven months there have been excavated 675,000 cubic yards of earth; 13,800 cubic yards of rock; 2,282 cubic yards of masonry have been laid up, and 1,255,000 feet, board measure, of timber and lumber have been procured, hewn, framed and raised into trestle work, culverts, cattle guards and other structures, besides the timber piers and abutments at Tippecanoe river; and 160,000 to 170,000 crossties have been delivered—all of which timber, including that of which the bridges were built, was growing in the woods on the 1st of June.

Calais and Baring Railroad.

The earnings of the road for 1859 amounted to	$29,191 60
Expenses	13,568 15
Net	$15,623 45

The net earnings have been applied as follows:

For coupons 1st mortgage bonds	$6,000 00
Second do.	1,050 00
Dividend of 4 per cent.	4,000 00
Interest on floating debt	239 28
Sinking fund	4,000 00
Balance unappropriated	334 22

The paid-up capital of the company is $100,000.

Funded debt, 1st mortgage bonds	$110,000
Do. 2d do.	13,300
Floating debt	3,100

The Pittsburg, Fort Wayne and Chicago Railroad Receivership.

PITTSBURG, Jan. 17.—The modified decrees were entered by the United States District Court, at Cleveland, Ohio, this morning, and Wm. B. Ogden sworn as Receiver for the entire road from Pittsburg to Chicago.

Philadelphia and Reading Railroad.

The following gentlemen were unanimously elected officers of this company for the present year:

President—Asa Whitney.
Vice President—J. Dutton Steele.
Managers—J. Dutton Steele, William Sellers, A. E. Bore, Robert Kelton, Charles Macalester, Chas. E. Smith.
Treasurer—J. Bradford.
Secretary—Wm. H. McIlhenny.

Second Hand Freight Engine.

CYLINDERS, 16x20. 141 Flues, 6 Drivers, 4 ft. Boiler, 42 inches. Price, $3,000. For sale by
WILLIAMS & PAGE,
4t1 44 Water st., Boston.

New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by
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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1852.

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MANUFACTURERS of warranted **Cast Steel,** superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files,** of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.
A stock of the above goods constantly on hand.

CORPORATE MARK **USE**
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WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at Johnstown, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.
PHILADELPHIA OFFICE, North Penna. R. R. Building, No. 407 Walnut st.

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THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. Guest & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

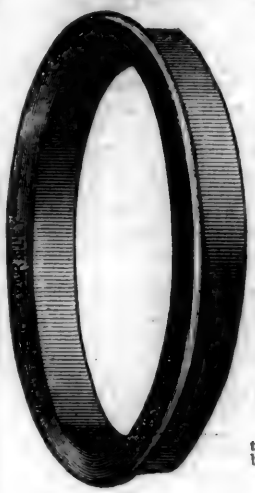
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THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.
WAINWRIGHT & TAPPAN,
Boston, June, 1851. **29 Central Wharf.**

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CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.
THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

THE FARNLEY IRON CO.,



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MANUFACTURERS OF
LOCOMOTIVE TIRES,
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BOILER PLATES, ETC.

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A STOCK CONSTANTLY ON HAND.



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BY the completion of the Delaware, Lackawanna and Western Railroad, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**
These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand pat terns for **T Rails,** of the following weights per lineal yard viz —**25, 30, 36, 40, 45, 50, 60, 62,** and **75** lbs.
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or **DAVID S. DODGE,** Treasurer,
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IRON AND STEEL
IN ALL THEIR VARIETIES.
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CUT NAILS and SPIKES, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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LAP-WELDED BOILER FLUES,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
From ⅛ to 5 inches bore, with Screw and Socket Connections, T's, L's, Stops, Valves, Flanges, etc., etc.
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New York, Aug. 1, 1853.

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NORRIS & BROTHER, Agents.

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WM. A. COBB, Esq., Pres't Fulton Fire Insurance Co., N. York.
Messrs. T. B. CODDINGTON & Co., New York.
" P. & J. P. HAWES & Co., Boston.
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THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure** and **free from quick lime**, and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT**, branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels**, and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing,

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WM. N. BEACH, President.
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HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh **Rosendale Cement, Calcined Plaster, Farmers' Plaster** and **Marble Dust.** Address

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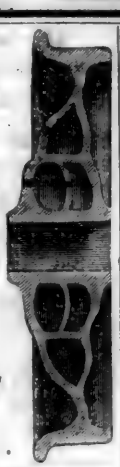
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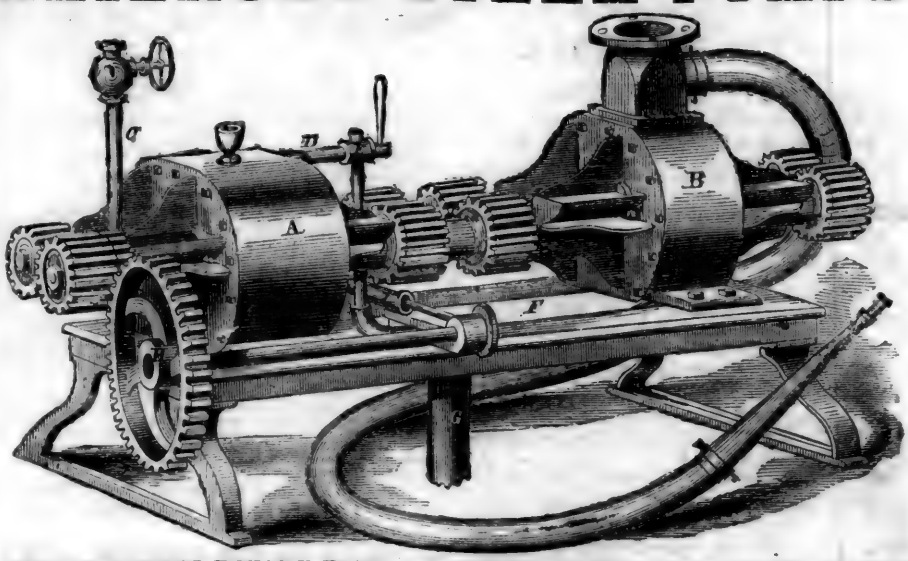


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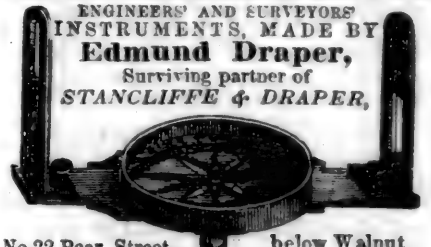
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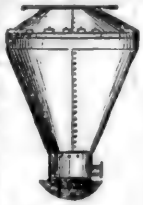
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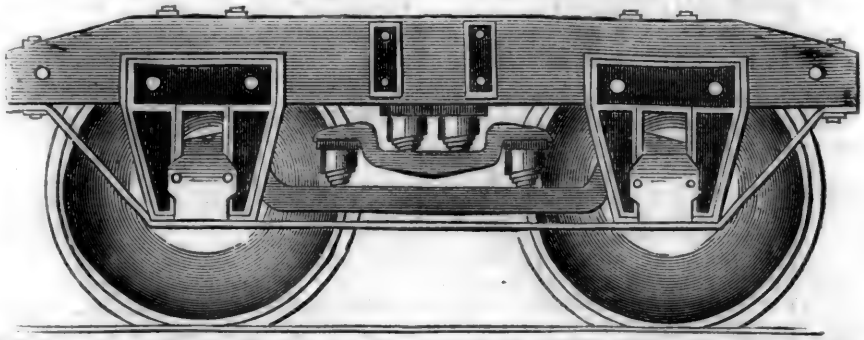
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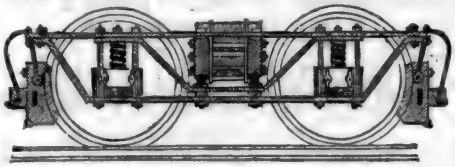
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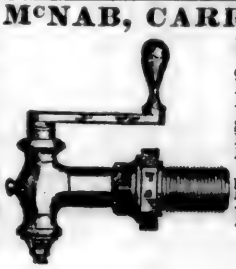
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Street Railroads of New York 65
Steam Engineering in 1859 67
Pennsylvania Coal Trade for 1859 70
Boston and Providence Railroad 70
Fitchburg and Worcester Railroad 71
Evidence. Admissibility of, in an Action for Damages 71
Public Debt of Canada 80, 72
New York and New Haven Railroad 73
Wilmington, Charlotte and Rutherford R. R. .. 73
Connecticut River Railroad 80
Orange and Alexandria Railroad 81
New York and Erie Railroad 82
Lehigh Valley Railroad 82
Indianapolis and Cincinnati Railroad 82
Brooklyn City Railroad 83

American Railroad Journal.

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New York, Saturday, January 28, 1860.

Street Railways in New York.

To F. A. CONKLING, ESQ., *Member of Assembly from the City of New York.*

SIR:—The modern invention of Street Railways, instead of being controlled and managed in a manner worthy of an improvement so manifest and important in the transportation of passengers between distant points in large cities, has so far served only the purposes of speculation for shrewd and managing schemers. Instead of realizing to the public the full benefits which ought to result from their undisputed right to use all the mechanical expedients involved, (for there is no question of patents at issue, so far as the main features of street railways are concerned,) these facilities, and the routes for their use, have been to this time forestalled and monopolized by a few associations of individuals, who, by all sorts of lobbying and legislature chicanery, have obtained grants through many of our principal thoroughfares, with the right to collect a toll so far beyond the cost of service rendered, that what otherwise would be an invaluable public blessing, is fast becoming an unbearable imposition. Their claim to the use of these routes, and to the collection of the exorbitant fares allowed by their grants, might be submitted to with more patience, in view of the indispensable conveniences which railways furnish, if the accommodations provided were not most execrable.

It would seem to be unnecessary to argue at any length the advantages street railway cars possess over omnibuses. Their superiority in every respect, whether as to their mechanical features or their convenience to the passenger, or the public, admits of no dispute. They have become a necessary part of the machinery of a great city, and could no more be dispensed with than our gas or our water works.

The street railways of New York during the year 1858 carried about 35,000,000 passengers. To transport this number in omnibuses would have required about 900 more of these vehicles than we now have running in our streets. It is easy to conceive what, with this additional number, would have been the condition of our great thoroughfares, both in regard to the state of their carriage ways and the passage of other vehicles. As it is at present, Broadway is but one great procession of omnibuses; everything else is overshadowed by them; and the crossing of the street by a pedestrian, is a feat requiring long practice, combined with the greatest agility.

It is not, as I before stated, my present aim to advocate the superiority of cars over omnibuses. Street railways are no longer an experiment; and I only refer to this question as warranting the assumption, that, before long, the facilities afforded by railways must be extended over the entire city. Nothing can arrest their progress; but it is, and has been, retarded by the fact that the consummation desired is not approached, as a great public measure and for the public benefit, but by separate and isolated schemes, for the purposes of public plunder, and without any plan for a *system* for the whole city. In the scramble for spoils, each faction, to a certain extent, for a year or two past, has had power to defeat the schemes of the other, and those who have had patriotism enough to wish for, and foresight to see the necessity of, a general system, have been obliged to stand by and see the Kilkenny fight, contented that no more harm has been done, and no more barriers thrown in the way of the desired end. That renewed attempts will be made, at this session of the Legislature, to force through several more of these isolated schemes, is quite certain. Every new grant of this kind, is but a new barrier to the adoption of a thorough system. The subject, therefore, of street railways—their cost of construction, their maintenance and their profits—should be thoroughly ventilated, before every opportunity for a correction of the evils complained of, is lost; and the control of our avenues of travel to pass into the hands of the greedy speculators, whose whole aim is to monopolize this business, receiving the highest rate of compensation, and providing the lowest order of accommodation. That I do not exaggerate when I say *exorbitant* fare, will be proved by the following tables, deduced from the reports of the Street Railways of New York for the year 1857. The reports for 1858 would show still more extraordinary statements, if they could be analyzed; but they are so designedly and ingeniously befogged and muddled in the figures, that the items cannot well be got at separately. The Fourth Avenue road is not included in the statement, as the company makes no report of its street business, separate from the operations of the Harlem road. The Ninth Avenue road was not then in operation.

Avenue.	Length.	No. of cars.	Cost of do.	No. of horses.	Cost of do.	Cost of r'l estate, &c.
8th.	4.89	61	$48,800	471	$77,500	$207,124
6th.	4.00	98	61,101	354	71,927	166,915
3d .	6.00	71	50,000	529	80,000	40,000
2d .	8.00	58	43,500	368	55,200	40,000
Tot.	22.89	288	$203,401	1,722	$284,627	$454,039

Avenue.	Total cost of track, &c.	Cost per mile of do.	Cost per mile of all items.	Total cost.
8th ...	$475,000	$97,137	$164,000	$808,424
6th ...	555,012	138,750	213,989	855,957
3d	1,000,000	166,666	195,000	1,170,000
2d	764,664	82,578	109,374	903,364
Totals.	$2,794,676	$122,100 Average.	$163,300 Average.	$3,737,745

The total number of miles embraced in the statement is nearly 23—the average cost of which is represented at $163,300 per mile; making a grand total of $3,737,745, upon which the public are expected to pay from 8 to 12 per cent. dividends.

Does any sane man believe that these roads actually cost one-third of that amount? The following statement will give in round figures and with liberal margins, the sums for which these roads were, or ought to have been, built and equipped:

288 cars, at $700 each	$201,600
1,722 horses and harness, at $150 each	258,300
Real estate	300,000
22.89 miles track, $15,000 per mile	358,350
Total	$1,118,250

—or an average, per mile, of about $49,000.

This is less than one-third of the cost reported—the difference being, in gross, $2,619,495.

Now there is not a practical railroad man in existence who will not assert that, with *one* million dollars, he could commence to day, and within six months, construct and equip 23 miles of better roads, with better cars, better horses, and better accommodations in every respect.

So much for the cost of these roads. There is no dodging the facts. The figures stand out so that there is no mistaking them. Where it is represented that a mile of street rails, laid down in the pavements, cost $122,000, as an average for all the roads, without a dollar's worth of grading, and without the equipment of a single horse or car, he must, indeed, be a man of large credulity who can swallow such a statement. The articles of cost of track are few and simple. A very excellent street railway may be constructed for the following sums:

100 tons of rails	$5,000
80,000 feet timber (B. M.)	1,600
Spikes, &c.	100
Labor, laying down	800
Cost one mile single track	$7,500

—or $15,000 for double track.

This is a fair cost under the old plan of construction, with the clumsy sills and cross-ties, which experience has shown to be not only of no use, but a positive evil, entailing constant repairs and renewals, and obstructing the streets with the rubbish. A still better road than any in use in New York, can be laid at even a less cost.

The fairness of the estimate presented as the actual cost of street railways, is sustained by the reports of the Brooklyn City Railway Co., which, for the year 1857, stands as follows:

100 cars	$85,803
900 horses	135,502
Real estate	224,582
Tracks and grading	580,121
Total for 20½ miles	$1,026,008

—equal to an average of $50,000 per mile, and this too, with the cost of tracks represented at $28,319 per mile, or more than $10,000 per mile in excess of their actual cost.

The fact then cannot be disguised that the public of New York City are now paying to the railway companies at least $350,000 per annum, interest, on an entirely fictitious capital; for the reports for 1858, show the following earnings and expenses

Avenue.	Total cost of oper'n.	Total receipts.	Net receipts.	Pr. ct. on the rep'ted cost.
8th	$177,753	$338,410	$160,657	21.35
6th	178,226	280,617	102,391	11.98
3d	242,811	403,055	160,244	11.62
2d	119,704	227,457	107,753	10.72
	$718,554	$1,249,539	$531,045	13.30 Av'ge.

From this it will be seen that the average net earnings were 13⅓ per cent. on the reported cost, or over 40 per cent. on their actual cost. Does anything in the annals of speculation, upon a lamb-like enduring public, show like this? Let it be understood that this is an average statement. If we take an isolated case, we shall find still more astounding results. In the report for the year 1858, the Eighth Avenue road is represented to have cost $756,142—its entire length being five miles. It earned net, after paying every expense, $160,657, or 21.35 per cent. on its diluted capital.

A fair cost for this road would have been $250,000, so that it actually earned in that year 64 per cent! ! !

Take the Third Avenue road alone, and we find its cost, for six miles in length, reported to be $1,378,000, or at the rate of $229,682 per mile! ! ! Its net earnings for 1858 were $160,244—equal to 11⅔ per cent. on this enormous valuation; and 53 per cent. on its probable cost.

If we assume 10 per cent. to be a liberal dividend on investments of this character, it is not a difficult matter with these results to estimate the value of the grants which have been so rapaciously swindled from the public.

We have shown the real cost of these 23 miles of railroad to have been not far from $1,000,000; but to be liberal, let us call it $1,200,000—10 per cent. per annum on this amount would be $120,000. They actually earned net, as has been shown, $531,000, or $411,000 more than this amount. Capitalizing this excess at 10 per cent. per annum, and the result is, that the public have given to these companies privileges which are worth $4,110,000, or $180,000 for every mile of rails which have been laid down in the streets. With such facts staring us in the face; with the certainty before us that we have already saddled ourselves with a burden of taxation of nearly half a million dollars per annum, with no earthly benefit; and that in addition to squandering this annual sum upon a set of soulless corporations, made up of selfish and grasping individuals, we permit them to impose upon us in every conceivable shape, will the system longer be permitted? Will a Representative of the people in the Legislature of this State, with a knowledge of these matters, that no man who makes pretensions to a reasonable modicum of common sense dare deny, so far disregard every obligation of his position as to vote for any further grants of this nature.

That additional railways are required, and that more must be constructed, admits of no doubt; but when the public disposes of the routes, the public should have a *quid pro quo*. I do not mean to be understood that I am in favor of selling these grants even at what I have shown them worth. The money received for them would be but a new placer for the spoilsmen. As the five cent. rates would, under such a valuation, be still continued, it would amount strictly to a poll tax upon every passenger. It would be an unjust discrimination upon the class who ride in the cars, for the benefit of those who can afford more aristocratic vehicles.

The grant for such a system should be given not to the highest, but the lowest bidder—to that party who will give the greatest conveniences with the lowest fare.

Let us see what the fare should be. The following table shows the aggregate result of the operations for 1858 of the four roads referred to as compared with 1857:

Year.	Cost of Operation.	Receipts.	Net Receipts.	No. of Pass. car'd.
1857	$1,051,369	$1,587,581	$536,212	31,783,068
1858	1,007,265	1,659,534	652,269	32,535 506
Inc...	*$44,104	$71,953	$136,057	753,438

* Reduction.

	Cost of each passenger.	No. of miles run by cars.	Cost per mile run.	Net rec'ts per cent.
1857..	3.3 cts.	6,420,444	16.37 cts.	11.3
1858..	3.1 cts.	6,332,889	15.93 cts.	13.
Reduc.	0.2 cts.	87,555	0.44 cts.	*1.7

* Increase.

It will be seen that the cost in 1858 for every passenger carried was 3.1 cents; the reduction of cost from previous year being 6 per cent. Improvements in the management of these roads, and the economy which would naturally be exercised under a reduced rate of fare, but which is never used when such exorbitant profits are realized as at present, would no doubt reduce the cost to 2½ cents. But for the sake of the argument let us take 3 cents as the minimum. It would then cost to carry 35,000,000 passengers $1,050,000. Estimating a fair cost for these roads to be $1,200,000, and the net receipts to pay 10 per cent. should be $120,000. Add this to the above cost of operation and maintenance, and we have $1,170,000 as the gross receipts required. This would be obtained at a fare of 3⅓ cents per passenger. Every person now riding in these cars is therefore paying 50 per cent. more than the value of the service rendered him. True, a fare of 3⅓ cents is not practicable as a single rate, but it is practicable in packages of tickets. At a fare of four cents, the profits on 35,000,000 passengers would be $350,000, or about 30 per cent. on a liberal cost for these roads.

There is margin enough at a 4 cent rate to give us far superior accommodations. It would furnish us a place to sit. It would relieve us from being hung upon *straps*, and squeezed into a jelly, two or more times a day. The comfort and conveniences of our cars might be so enhanced that the cost for carrying each passenger could be increased to 3⅗ cents, and yet enough net receipts be left from a 4 cent rate to pay 10 per cent. The time must come when at least double the number of miles of railways we now have will be laid down in the streets of New York. Take the map of the city, and lay down upon it all the various stage routes which are now in operation, and then lay down a system of railways which will furnish far greater facilities, and it will be found to require not more than 40 miles in addition to the present roads. This can be done in such a way that a passenger may find a car to carry him between almost any two points he desires, at a single fare, without (as the saying is) making a gridiron of the city. This is what is required, and this can and will be carried out, unless all control is lost by suffering ourselves to be saddled by a few more of these gratuitous, 5 cent grants. How much better then, to commence now, with a well digested comprehensive plan, or if it is not advisable to carry it all out at once, at least commence with a view to its ultimate completion.

Forty miles of railways will be constructed within the next five years beyond a doubt, either at a fair cost, and 4 cent rates, or else at the usual average

of $100,000 to $250,000 per mile, with 5 cent rates.

Such a system as is here proposed, at 4 cent rates, would change the rates on the existing roads.

This 70 miles of railway would banish the outlandish omnibusses from all but a few side routes, and nearly the entire travel would be in cars. Who can doubt but that the number passengers carried would keep pace with the facilities. If the 30 miles now in operation carry 35,000,000 passengers, 70 miles will beyond a doubt carry 80,000,000. At 4 cent rates, the saving to the community would be $800,000 per annum in fares alone, besides as much more in the wear and tear of our pavements.

It is simply a question whether this enormous annual sum shall be forced from the public to glut the coffers of four or five soulless corporations, while we continue to ride in their dirty and crowded cars; or whether we shall keep the control and ride comfortably and quietly in clean vehicles, not only up and down through our longitudinal streets, but in almost any direction we may choose. The details of such a system are not at all complicated, and properly laid out, it need not interfere with or embarrass other travel, nor need Broadway be disturbed; and yet the great problem "how to relieve this thoroughfare" would be solved. The question as to the manner in which the various routes, forming such a system, could be determined on, and conflicting interests harmonized, I do not propose to discuss; but I believe that all this can easily be accomplished, if the public can only be awakened from its Rip Van Winkle sleep upon this subject. The difficulties surrounding this question will vanish as they are approached.

When the routes are fixed upon, so as to accommodate the greatest amount of population with the fewest number of miles, then let the right to construct and operate them be put up for public competition, and given to those parties who, under the proper guarantees, and under stringent conditions as to the character of the vehicles, the frequency and direction of the trips, the accommodations given to each individual passenger, &c., &c., will carry at the lowest rates of fare.

I believe a multitude of such parties could be found who would grasp at such grants at 4 cent fares with a reduction to 3 at the end of 5 years. This is the way in which the capabilities of street railways, as a great public convenience, can be most fully developed, and their benefits equitably and properly distributed, without laying a tribute upon the poor man's ride, either for the benefit of a purse-proud railroad corporation, or to lessen the taxes of that class of the community who can ride in their carriages.

Very truly yours,

CIVIL ENGINEER.

Chicago, Iowa and Nebraska Railroad.

The following is a statement of the earnings and expenses of this road during the last seven months of 1859:

	Earnings.	Expenses.	Difference.
June	$9,668 50	$5,208 87	$4,459 63
July	9,189 09	4,323 42	4,865 67
August	8,352 87	5,019 62	8,333 25
September	12,998 48	6,565 14	6,433 34
October	17,648 72	5,746 57	11,902 15
November	16,013 97	6,143 73	9,870 24
December	11,457 67	5,550 17	5,907 50
	$85,329 30	$38,557 52	$46,771 78

Steam Engineering in 1859.

(Continued from p. 864.)

STEAM GENERATION.—In the introductory remarks, our readers will have noticed how carefully any exaggeration has been avoided in speaking of *possible* economics in generating and using steam; and we have taken this course, knowing there are many practical engineers of the present day who do not hesitate to speak of 1½ and even 1 lb. of coal as sufficient to obtain an indicated H. P.; whether such statements will be borne out by any present or future improvements, time will prove. The reason we avoid what may be considered extreme views, is because we wish to stand on firm ground, and have all our statements supported by the general engineering experience of the country.

We propose, therefore, in the spirit of the introductory remarks, to allude simply to facts as they exist, and not to individuals, to attempt to separate the good from the bad, and to point out some of the legitimate improvements that can *always* be realized in the generation of steam, by faith in, and adherence to, the text with which we set out —that "*Heat is the Source of All Power in Steam.*"

Although the generation of steam or vapor of water has no necessary connexion with the machine in which the steam may be afterwards applied to produce motive power, yet it is generally the custom, in considering results, to mix the two together in such a way as to prevent the possibility of arriving at correct conclusions; the diameter of the cylinder is the dimension purchasers look to as the most important, whilst they receive, almost without comment, every variety and size of generator: the consequence of such a practice can be foreseen: the *amount of power* received for a given price varying to the extent of 30 and 40 per cent.

Elaborate and reliable experiments have been made to ascertain the quantity of heat necessary to evaporate a given weight of water, and we receive as ascertained facts the large amount of latent heat in steam, and the different quantities of fuel necessary to raise the temperature of a cubic foot of water from 32° to 212°, and to convert it from 212° into steam. We also take it for granted our readers are familiar with the expansive property of steam; if not, we cannot undertake to supply such elementary information.

In steam boilers we have two distinctive features —the fire-grate and the heating or absorbing surface—and they are so closely connected and mutually dependent upon each other, that if the relative proportion between them be altered, there is an immediate alteration in the results.

It happens that inexpensive boilers in construction are not necessarily economical in performance; on the contrary, if a small boiler is required to produce a large supply of steam, the result is a considerable waste of fuel; this remark applies to all description of boilers, for land or sea.

If all the heat developed in the combustion of 1 lb. of the best steam coal be utilized, it will evaporate from 14 lbs. to 15 lbs. of water at 212°. How near do we arrive at such a result in ordinary practice?—certainly not within 40 per cent. Ordinary land and marine boilers do not evaporate more than from 7 lbs. to 8½ lbs. of water at 212° per 1 lb. of fuel; in fact, it has been stated on good authority that the average duty of land boilers in the Lancashire districts does not exceed from 6 lbs. to 7 lbs. of water at 212° evaporated by 1 lb. of coal. There are instances of 10 lbs., 11 lbs., and 11½ lbs. of water at 212° being evaporated by 1 lb. of the best fuel; and if the late Newcastle experiments can be relied on, nearly 13 lbs. was evaporated; but this latter duty in an ordinary marine boiler, although with fresh water, is so far above what is realized in general practice, and so *very near* the theoretical value, that we cannot at present admit it in our calculations; it may, however, be conceded that fully 11 lbs. of water at 212° can be evaporated by 1 lb. of good steam coal—an improvement of more than 30 per cent. on the general practice of the present day.

In generating steam there are two chief sources of waste—radiation, and the heated gases allowed to escape through the chimney. The first can be partly removed by clothing the boiler with non-conducting material; the second is the most important and the most difficult to contend with.

In locomotives the temperature of the escaping gases is upwards of 1,000°; in land boilers, from 400° to 600°; and in marine boilers, from 500° to 900°; in each case depending to a great extent upon the relative proportion between the fire-grate and the absorbing surface, or, more correctly, between the amount of fuel consumed in a given time and the absorbing surface. And this brings us to the real practical difficulty of combining economy of fuel with the development of great evaporating power in a boiler of a given size and weight.

The amount of evaporation in a given time in steam boilers of the same type, is proportional to some extent to the difference between the temperatures of the escaping heated gases and the water to be evaporated with a given absorbing surface; the higher the temperature of the said gases the greater the evaporation in a given time, and the greater the amount of fuel required to evaporate a given quantity of water. On the other hand, the nearer the temperature of the escaping gases approximates to the temperature of the water to be evaporated, the less the evaporation in a given time, and the less the amount of fuel required to evaporate a given quantity of water.

In the above statements it is assumed in each case the boilers are of similar construction and worked under similar circumstances, the only difference being in the ratios of the absorbing surface to the amount of fuel consumed in any given time; the truth of the above is seen every day. In one case (we state of actual instances,) there is a marine boiler having 1,600 feet of absorbing surface, and 80 feet of fire-grate, or a ratio of 20 to 1, the combustion is at the rate of 24 lbs. per sq. foot of fire-grate per hour, the escaping gases have a temperature of upwards of 800°, 6¼ lbs. of water is raised from 100° to 260°, and evaporated by 1 lb. of fuel, and 190 cubic feet of water are evaporated per hour, or 1 cubic foot to 8½ sq. feet of absorbing surface.

In another instance, we have a marine boiler of similar construction and proportions, except in the ratio of fire-grate to absorbing surface, the latter being 1,200 sq. ft., and the former 40 sq. ft., or a ratio of 30 to 1. The combustion is at the rate of 16 lbs. per sq. ft. of fire-grate per hour; the escaping gases have a temperature of 450°; 8⅛ lbs. of water are raised from 100° to 270° and evaporated by 1 lb. of fuel, and 87 cubic feet of water are evaporated per hour, or 1 cubic ft. to 13¾ sq. ft. of heating surface.

These boilers are working under like circumstances, and, leaving out decimals, the figures given are substantially correct, and fully illustrate the connexion, previously stated to exist, between the temperature of the waste heat and the duty and economy realized.

If engineers had simply to generate steam with the least possible expenditure of fuel, regardless of time, and the cost, weight, and capacity of the generator, the problem could be solved with comparative ease, but the case is totally different; a certain weight of steam has to be produced in the least possible time with the least possible cost, weight, and capacity of the generator, and, above all, with the least possible expenditure of fuel—regard being had also to durability and facilities for repair. Here we have the most conflicting conditions, and it cannot be matter of surprise if mistakes have been, and are being made, it being only necessary that one element be over-valued or another be under-valued, to insure an unsatisfactory result. One manufacturing engineer swears by his fire grate, another by his heating surface, and another by his proportion or form of flues; it matters not which is the favorite view (one may be adopted with less injury to the purchaser than an other); nothing short of an impartial consideration of each and *all* of the requirements in generating steam can meet the difficulties of the case.

If such impartial consideration was the general

rule, there would be no occasion for the present remarks.

The history of the locomotive boiler clearly shows how little previous design there has had to do with its present efficiency; the necessity of using high pressure steam, and the difficulty of condensing, led the way to the blast; and it must be admitted that, of all kinds of boilers, the locomotive is the most scientific and the most economical, if allowance be made for the peculiar requirements connecting with its use.

Notwithstanding the temperature of the smoke-box is often 1,000°, with a combustion of from 60 to 120 lbs. of fuel per square foot of fire grate per hour, a larger amount of water is evaporated by a given weight of fuel than in the majority of land or marine boilers. The rapid combustion is more perfect—almost every portion of the boiler is protected by non-conducting materials—less than 7 ft. of heating surface is sufficient to evaporate a cubic foot of water—and 1 lb. of Welch coal will evaporate 8½ to 9 lbs. of water; nevertheless, there is much unnecessary waste of fuel in the high temperature of the escaping gases (although they are not, *comparatively*, so high when the temperature in the furnace is considered), and in supplying the feed-water at a low temperature. With the introduction of coal as fuel, modifications may be required in the furnace and tubes; and there is much reason to believe, from comparative experiments, that *crowded* tubes do not allow the steam to escape to the steam space as quickly as it is generated.

We may confidently look to a considerable increase of economy and efficiency in the locomotive boiler, even though now for weight, space, cost, and economy of fuel, it must be placed at the top of the list, and certainly deserves the least criticism.

The duty and economy of steam boilers are mainly dependent on the rate of combustion, the ratio between the heating surface and the fire-grate, and the ratio between the heating surface and the consumption of fuel per hour, thus:

Rate of Combustion.

Cornish boilers burn per sq. ft. of fire-grate	4 lbs.
Ordinary land boilers	12 "
Marine boilers	18 "
Locomotive boilers	100 "

Ratio between Heating Surface and Fire-Grate.

Ordinary boilers	12 to 1.
Marine boilers	27 to 1.
Cornish boilers	36 to 1.
Locomotive boilers	75 to 1.

Ratio of Heating Surface to Rate of Combustion.

Cornish boilers	9.0 to 1.
Marine boilers	1.5 to 1.
Ordinary land boilers	1.0 to 1.
Locomotive boilers	0.75 to 1.

The preceding figures are only approximate, but they represent the particular features of each class, and if we were to tabulate them according to the *economy* generally realized, the Cornish boiler would stand first, the marine second, and the common boiler third; for obvious reasons, the locomotive boiler cannot be fairly classed with the other three.

If we take as a standard the *rate of evaporation* for a given quantity of heating surface, we must place the common land boiler first, the marine boiler second, and the Cornish boiler third; and here again the locomotive boiler must be omitted as an exceptional construction.

In such general remarks and statements as the preceding, it is not necessary that they should represent the experience of all our readers—they are based on actual practice, and suffice to illustrate the subject under discussion, and point out the connexion always existing between sound principles and successful practical engineering.

It is assumed, as generally acknowledged, that from 30 to 60 per cent. of fuel is wasted in generating steam, and that a considerable amount of this waste ought to be, and can be avoided; and although we do not dictate the exact means for accomplishing this, we can easily trace out, in the majority of cases, the direction of the improvement required.

Boilers made and used in districts where fuel is cheaply obtained have never been remarkable for their economical performances, nor are the engineers in those districts famed for great anxiety to introduce improvements for economizing fuel; it cannot be expected, and we are not surprised to know that land boilers in coal districts only evaporate 6 lbs. of water at 212° by 1 lb. of fuel.

With wagon or plain cylindrical boilers, that form such a large porportion of those now in use on land, economy of fuel is simply a question of size to produce a given weight of steam, it becomes almost entirely a question of capital; an increased ratio between the heating surface and the fire-grate is in this case the desideratum; the furnace flues and chimney being well proportioned, and every effort made to check radiation.

In the Cornish boiler, where the furnace is *within* the inside tube or tubes, that temperature in combustion which is so essential to its perfection is not easily obtained; hence the difficulty that arises in attempts to consume the smoke in such furnaces; and increase of duty and economy would ensue from placing the furnace *under* the boiler, and returning the heated gases through two smaller tubes—a plan that has been often tried with universal success; it allows ample space in the furnace, insures perfect combustion, and has also other mechanical advantages.

In other descriptions of land boilers, where additional heating surface is introduced within the main shell, it well proportioned, they are generally more economical than the Cornish boilers with the same ratio of heating surface to fire-grate, and with the same rate of combustion.

There can be no doubt that, for land purposes, a boiler with internal flues, capacious furnace, a greatly increased ratio between the heating surface and the fire-grate, and a rate of combustion above that in general practice, is the cheapest, the most effective, and the most economical.

There can be—and indeed there is—no difficulty with such boilers in realizing an increased economy to the extent of 30 per cent., and in obtaining a greater effect in a given time from a ton weight of boiler.

In addition to the purely economical value of steam boilers, we shall hereafter have to consider their mechanical construction, especially as affected by the introduction of steam of high pressure.

In concluding these remarks, we would impress on our readers that our only wish is to direct attention generally to present defects in the Steam Engineering of 1859, and to point out to young engineers those paths of improvement where their energies and talents will be productive of real benefit to their profession, and the world at large.

In our last number we referred briefly to the present efficiency of boilers used on land, and pointed out the wide margin still left for improvement; and as it is neither the intention nor object of these general observations to enter minutely into constructive details, we propose now, as briefly, to say a few words respecting the present efficiency of marine boilers.

When steam was first applied to the propulsion of ships, it was generated in large boilers with capacious internal flues, the pressure per sq. in. seldom exceeding 4 or 5 lbs. The advantages of this class of boilers are the ready access to all portions of the internal surface for cleaning, and their consequent durability, extending frequently to 8 and 10 years; their disadvantages are their weight, both of iron and water, and the great space they occupy in the ship. They have been, and still are, much used for tug-boats, and a few may be found in some of our largest first-class steamships.

To remedy the great weight and bulk of the flued boiler, the multitubular system was introduced, and it has now almost completely supplanted all other kinds of boilers for steamships, and although the particular arrangement of the present marine boiler may not be the best, it has nevertheless stood the test of a lengthened trial, and to a certain extent can be fully relied on.

To those practically acquainted with the construction of the boilers now in use in our naval and merchant steam fleets, we shall be understood in describing them as those in which we have first the furnace, then the flame-box as a continuation thereof, then the tubes or flues returning over the furnace to the smoke-box; and, lastly, the uptake leading from the smoke-box to the chimney, and all, excepting the chimney, enclosed in the outer shell. This is the kind of boiler now generally adopted on board ship; in some cases, as in the *Great Eastern*, there are furnaces at each end of the boiler, leading into one flame-box, and having two sets of return tubes, leading to one or two chimneys as may be preferred. This arrangement, well proportioned, can be made the most effective of any, the only drawback being the necessity of having two stoke-holes—a matter of some importance in a small ship.

Adhering to the rule we have hitherto observed to avoid discussing exceptional cases, we will only allude in passing to the existence of two other kinds of boiler sometimes placed on board ship. In the one, we have, instead of return tubes, a series of vertical chambers, strongly stayed, and formed of ¼ in. iron. This arrangement has some advantages, one of which is stated to be that of durability. In the other design, introduced into several American mail steamships, the flame passes from the flame-box among a number of vertical tubes to the uptake, the steam being generated from the water in these tubes. We simply mention these exceptional arrangements, because they deserve to be noticed as having been proved by actual experience to be sound and practical.

We now return to the ordinary multitubular marine boiler as previously described, and generating steam generally at a pressure of from 15 to 25 lbs. pr. sq. in.; 30 lbs. per sq. in. appears to be the limit to which flat surfaces can be safely stayed, without crowding the stays so as to prevent easy access for cleaning and repair, and as also a rectangular form of shell wastes less space in the ship than a cylindrical, the former is almost universally adopted, and will, doubtless, be retained until the use of steam of higher pressure necessitates a different construction better calculated to resist the increased pressure.

The few accidents from explosion that have occurred in British steamships seem to show that as a general rule marine boilers have been constructed of sufficient strength for the pressure used, although this is no proof that the material has been well applied; indeed it is a matter of congratulation that we are not at present called upon to criticise the constructive details of a very large portion of our present marine boilers. We must, however deprecate the common practice of attaching long stays intended to resist a strain of 8 tons to one side only of a single angle iron by a badly fitting bolt of 1¼ in. or 1½ in. diameter; as also the system adopted in many large works of plating boilers without reference to the position of the stays, as though they could be shifted anywhere to suit the seams.

In no branch of mechanical engineering has such a want of science and constructive ability been displayed as in the designing and construction of marine boilers; and at the present time the bulk of our locomotive boilers have the longitudinal joints of the barrels only singly riveted, although it is known that an additional row of rivets would increase the cost but slightly, add some 14 per cent. to the strength of the barrel, and enable the weight to be reduced. It is very questionable if a late explosion and consequent loss of life would have occurred if the system of double riveting had been adopted.

The very best engineering should be displayed in the mechanical design and construction of boilers; and if an ignorant class of men are employed as foremen, the drawings supplied to them should be of the most complete and precise description.

In investigating the working efficiency of the present multitubular marine boilers, we are met at starting by a difficulty not experienced in land boilers—we allude to the use of salt water, which not only causes a considerable waste of fuel, but renders it almost impossible to ascertain with any

degree of accuracy the evaporating power of a boiler; and this element of uncertainty as to the duty realized has exercised a most baneful influence on the improvement of marine boilers in the mass.

Our standard works, too, on the steam engine have greatly underrated the loss of fuel occasioned by the use of salt water, and constantly discharging into the sea a portion of the heat created by combustion in the furnace. It has been assumed that the loss of fuel referred to may be estimated by calculating the heat required to raise the extra feed supplied (to be afterwards blown into the sea), from its entering temperature to that at which it is discharged from the boiler; but observation and experience prove that both water and *steam* are discharged; and hence there is not merely the loss of sensible heat, as before estimated, but also a considerable loss of that latent heat in the steam, previously generated at a considerable expense of fuel. If this is not so, how is the fact accounted for, that in America, as the result of considerable experience in both fresh and salt water boilers, it is found absolutely necessary to allow at least one-fourth more boiler power when salt water is used than when fresh, whilst many engineers allow even a difference of one-third?

We have then in ordinary practice, instead of a loss of some 10 or 12 per cent., as generally stated, a loss of at least 20 per cent.; and we have known instances where the loss of evaporative power, by changing from fresh to salt water, has amounted to 30 per cent.

If we are moderate, and take one-fifth as the actual loss, this alone is a serious drawback, when economy of fuel is of so much importance on board ship. There is without doubt considerable difference in the amount of loss by blowing out, according as the engineer in charge is more or less intelligent; for whilst on the one hand too much regard to economy may ruin the boiler, on the other, too much regard to avoidance of incrustation will result in needless waste of fuel.

We repeat, that in consequence of the inconvenience attending any attempts to ascertain the actual evaporation or economical efficiency of marine boilers, the most extreme views and practice have obtained, and almost without comment or criticism; no one knows with certainty the actual result of any particular arrangement or proportion, and consequently, no one has the means of giving a standard for comparison.

Among several thousand boilers now in use, we find the greatest variety of constructive proportions, and as a natural result there exists a difference of 30, 40 and 56 per cent. in the evaporative power of boilers having equal heating surface and fire-grate.

The amount of heating surface and fire-grate allowed for a given nominal power, varies 25 and 100 per cent. respectively, whilst the ratio between these two main elements varies fully 70 per cent. We are literally "at sea" in marine boiler engineering, nor do we seem to acknowledge practically that, except under special circumstances, there must be certain arrangements and proportions that will give the best result.

The first desideratum in all boilers is to obtain as perfect combustion of the fuel as possible, and experience has fully proved that, unless special arrangements are made for a supply of oxygen to the fuel, in addition to what is passed through the fire-grate, by a natural draft, and unless ample space is allowed in the furnace and flame-box for the products of combustion to combine, and maintain a high central temperature, the total heat resluting from combustion will be far short of what can be realized.

Now these are not opinions, they are proved facts—obvious to every unprejudiced practical engineer; and it is, therefore, difficult to explain why so many boilers are designed with proportions entirely at variance with these ascertained acts.

Seldom are efficient arrangements made for the required supply of air, and the furnaces are so contracted in height that the fuel almost touches the upper plates; and then, as the half-consumed products of combustion struggle along this comparatively cold-walled chamber, they pass into a flame-box (often only 16 in.) as contracted as the furnace; and when they traverse the small tubes the wasteful operation is completed, and results in a deposit of soot, and a most defective evaporation. This state of things exists in the bulk of our present marine boilers, and is discreditable to the reputation of British engineers.

An impartial consideration of comparative results in burning fuel in a boiler furnace appears to indicate that there should be a minimum height of 2 ft. between the fire-bars and furnace-crown, at the dead-plate, and a minimum length of 2 ft. to 2 ft. 6 in. in the flame-box.

Without presuming to pass judgment on the comparative merits of the various schemes for furnishing an extra supply of air to the furnace, for the purpose of effecting a more perfect combustion, and the consumption of smoke, we cannot but feel it is due to Mr. C. W. Williams to express the opinion, that his simple arrangements deserve the best consideration and confidence of practical engineers.

The vexed question of what description of coal is best for marine boilers is yet undecided, although of late years careful experiments have, to a certain extent, disproved the results arrived at by the Admiralty, and given in their three reports; and we may add, that the public estimation of the value of the best North Country coal, for steam purposes, is greatly increased; and enough has been done to convince the unbiassed that, with certain arrangements of furnace, external smoke can be almost entirely avoided.

In supplying furnaces with fuel, it is to be regretted that the practice is so common of throwing the fresh charge of fuel to the back of the furnace, instead of keeping the fresh fuel supplied to the front near the dead-plate, and, as combustion increases, pushing it towards the bridge. This latter system of firing, as well as others of a similar character, entails rather more work on the stoker, and hence is seldom adopted.

The arrangements generally introduced for the supply of air to the stoke-hole are of the most imperfect description, the cold air descending being met and obstructed by the hot air ascending, and this arrangement is adopted with the knowledge that the evaporative power of marine boilers is often seriously affected by a deficient supply of air to the stoke-hole.

If fault can be found with the present arrangements and proportions of furnace and flame-box, what shall be said of the varied dimensions of the return tubes? On the Thames we have 2½, 2¾, and 3 in. tubes from 5 to 6½ ft. long; on the Clyde we have from 3 to 4 in. tubes from 6 ft. to 8 ft. in length, and to estimate rightly the importance of these tubes, it must be remembered that they constitute about three-fourths of the total heating surface. Many a marine boiler has been spoilt by the introduction of badly proportioned tubes. Then there is the question of what actual evaporative value a long tube has; from the results of some careful experiments it has been ascertained that about one-fifth of the length of the tube next the flame-box was equal in evaporative value to the flame-box itself, but that the remaining four-fifths were not together, equal in evaporative value to the one-fifth next the flame-box, and that the one-fifth next to the smoke-box was of very little use for generating steam.

Now, if these experiments are trustworthy, and we believe they are, they must modify considerably the prevailing opinions on the evaporative value of tube surface; and it must be conceded that practical experience with long small tubes has generally corroborated the conclusions to be drawn from them.

The practical difficulty that arises by the adoption of short tubes, is the necessity of increasing the number to obtain that heating surface which the ship-owner expects to receive from the manufacturing engineer, and which he is not inclined to lessen, although with the improved arrangement it may be more effective.

In considering the question of diameter and length of tubes, there are two points to be noticed: first, the sectional area through the tubes being sufficient to receive and convey the expanded gases from the furnace without retarding the same; and, secondly, reducing the length of tube to a minimum consistent with the heating surface required, and the number of tubes that can be conveniently introduced.

It is not our wish to lay down the law on a subject so full of difficulty, but we can safely indicate in what direction we have erred, and what course should be pursued to remedy those errors.

An imperfect and sluggish combustion is the inevitable result of contraction in the sectional area through the tubes, and a waste of fuel is as inevitable where there is a deficiency of heating surface for a given rate and amount of combustion.

Numerous cases occur in practice in which both the above errors are existing, and are simply the result of defective information in the designer.

It is not unusual to find a difference of 25 per cent. in the areas of the chimneys of boilers of the same size and proportions; considering that the heated products of combustion gradually cool and contract as they leave the tubes, and that the frictional surface is reduced from about 13 to 1, there can be no doubt that the sectional area of the funnel should be considerably less than that through the tubes; we find, however, frequent instances, where the chimney is as large, and even larger in sectional area than the tubes.

Then who decides on the height of the chimney? why, frequently even in large establishments the draughtsman who prepares the rigging plans, so as to make it look well with his spars, &c.; thus often a boiler that requires an unusually high chimney has a low one.

We have on a previous occasion referred to the connexion always existing between the generating power of a boiler and the difference of temperatures between the escaping gases and the water to be raised into steam; a strong draft and rapid combustion making an effective but not economical boiler.

With a chimney of a given height—the draft being dependent upon the temperate of the escaping gases—when there is a large proportion of heating surface, a sharp natural draft and rapid combustion are not attainable.

As long as the rate of combustion is dependent upon heat escaping up the chimney, so long must the loss of that heat be submitted to; and if an artificial blast is substituted, and an attempt is made to absorb all the heat created by the combustion in the furnace, we shall still have this practical difficulty, that when the difference between the temperatures of the flues and water becomes, as it would in this case, very small, either a great increase of time must be given to complete the evaporation, or the ratio between the heating surface and the rate of combustion must be greatly increased.

The advantage to be derived from an artificial blast is the power to increase the rate of combustion *ad libitum*, and thus make a small boiler do the same duty as a large one; and, as a question of weight of boiler, such an arrangement is of great importance.

What are the practical deductions to be made from the preceding remarks?

We think there is sufficient evidence, of a thoroughly practical kind, to prove that attention to those arrangements and proportions we have shadowed forth, will result in a considerably increased duty and economy.

With capacious furnaces and flame-box, an ample supply of air both in the stoke-hole and fuel, tubes *not exceeding* 5 ft. in length, and not less than 3 in. external diameter, a ratio of heating surface to fire-grate of not less than 40 to 1, and a rate of combustion from 16 to 22 lbs. of good steam coal per sq. ft. of fire-grate, with such proportions, 11 lbs. of water can be evaporated under atmospheric pressure by 1 lb. of coal.

When we compare such a result with the average duty realized at the present time, we feel we are justified in deprecating the present inefficient state of our marine boiler engineering, with its de-

ficient supply of air, contracted furnaces and flame-box, badly proportioned tubes and chimney, and an evaporative duty of only some 7 to 8 lbs. of water by 1 lb. of coal.

Unless surface condensation is introduced there appears little prospect of any extensive introduction of high-pressure steam into steamships, and we must be content for some time yet with a maximum pressure of 30 lbs. per sq. in.

If surface condensation ever becomes general, we may be quite certain there will be a considerable increase of the working pressure; but to design a boiler adapted for a steamship and capable of resisting a working pressure of 100 lbs. per sq. in., requires great care and experience: either the cylindrical form must be adopted, or flat surfaces must be stayed, like the fire-box of a locomotive boiler; in either case, it is impossible to allow of internal cleaning, so that any failure of the fresh water supply would be fatal to durability.

Although the block-ships and gun-boats fitted with high-pressure machinery, and working with salt water, are so seldom under steam, great inconvenience has resulted from the inability to keep the boilers free from incrustation.

If steam could be generated in small pipes, and their durability ensured, it would be a perfect high-pressure boiler, as 200 lbs. per sq. in. could be generated with as much safety as 20 lbs. in our present marine boilers.

We do not think there is any more hopeful branch of engineering than that connected with the propulsion of ships, nor any more likely to repay the improver. Necessity will ultimately oblige both steamship owners and engineers to economize fuel, and a truly satisfactory result can only be arrived at by the most laborious and persevering attention to the minutest details.

Connected with boiler engineering, the profession is much indebted to Mr. Fairbairn for data of a most valuable character; and there are many engineers of the present day who are helping to introduce great improvements. Our English exclusiveness militates greatly against a free interchange of practical experience among our leading engineers, and the young engineer must trust entirely to his own struggles for a position.

In the preceding remarks many points of interest in steam generation have been omitted, but with the excepting ordinary details, they will be referred to in the introductory observations on the Applications of Steam as a Motive Power.

(To be continued.)

Hempfield Railroad.

The earnings of this roads for the year ending Aug. 31, 1859, have been:—From passengers, $13,662; freight, $16,784; mails, etc., $3,336; total, 32,411. The current expenses, $25,144.

Completion of the Grand Trunk Railroad.

The Chicago *Press* of the 21st says:

The West is already beginning the feel the effects of the opening of the Grand Trunk Railway. That company are now shipping direct to Liverpool, beef, pork and lard, for 87½c. per hundred. This amounts to $2 80 per barrel. Three years ago the lowest winter freight between Chicago and New York, if we mistake not, was $1 per hundred; now it is one-eighth less to Liverpool. We learn that the New York and Erie Railroad has telegraphed to its agency here to take European freights for the same price as the Grand Trunk, and doubtless the New York Central will at once follow the example, if it has not already done so. The rates are of course for all rail to Portland, a distance of more than eleven hundred miles. As soon as navigation opens, a line of propellers will run in connection with the Grand Trunk to Sarnia, and the European steamers will run up to Montreal, leaving only some five hundred miles of freight by railway. If the line can now afford to carry at present rates, it is likely, with six hundred miles less railway, the business public will welcome a still further reduction before the 1st of May.

Pennsylvania Coal Trade for 1859.

The Pottsville *Miners' Journal* of the 14th inst. publishes its annual review of the coal trade of the United States, for 1859. The following table will show the amount sent to market from the several regions:

Schuylkill Region.	1858. Tons.	1859. Tons.	Incr'se. Tons.
By Reading R. R.	1,542,669	1,632,933	.....
Trevorton coal	.....	23,679	.....
		1,609,253	66,584
By canal	1,323,804	1,372,021	48,217
From Pinegrove	76,902	67,341	*9,621
Total	2,943,435	3,048,615	114,801
			9,621
Increase in 1859			105,180
Lehigh Region.			
By canal	909,000	1,050,659	141,659
By railroad	471,030	577,652	106,622
Shamokin Region	135,893	180,753	44,800
Wyoming "			
Canal, South	307,174	401,634	94,460
Canal, North	39,256	51,914	12,658
Penn. Coal Co.	630,056	688,854	58,798
Scranton, North	145,164	197,353	52,191
Scranton, South	538,246	632,080	193,823
Del. & Hudson Co.	348,789	591,000	342,211
Lack. & Bl'ms. R.R.	40,253	80,000	39,747
Col. Coal & Iron Co.	16,541	17,000	459
	6,524,838	7,517,516	992,678
		6,524,838	
Increase			992,678
Semi Anthracite.			
Trevorton	106,686	124,290	17,604
Lykens Vall. Co.	72,398	67,564	*4,835
St. Mt. Company	55,447	71,148	15,701
Broad Top	105,478	130,595	25,117
	340,009	393,597	58,422
			4,834
			53,588
Bituminous.			
Cumberland coal	646,656	697,466	47,810
Imported	259,885	281,208	21,323
	1,249,550	1,872,271	122,721
		1,249,550	
		122,721	
Add Anthracite			952,678
Increase of all kinds			1,115,399

From this table it appears that the whole quantity sent to market amounted

In 1859 to	8,889,787 tons
In 1858 to	7,774,888 "
Total increase in 1859	1,115,399 "
Of which anthracite	992,678
Other kinds	122,721
	1,115,399 "

The increase from the anthracite regions was furnished as follows:

From the Schuylkill region	105,180 tons
Lehigh region	177,182 "
Shamokin	44,860 "
Wyoming basin	665,456 "
Total increase in 1859	992,678 "

Of the amount sent to market in 1859 there were

Anthracite	7,515,516 tons
Other kinds	1,372,271 "

Of the whole supply of anthracite:

Schuylkill county furnished	3,048,615 tons
The other regions	4,468,901 "
Total	7,517,516 "

The Anthracite Coal Fields.

The first or southern coal district, embracing the Schuylkill, Pinegrove, and Lyken's Valley regions, contains ..... 75,950 acres
The second or middle coal field, comprising the Lehigh, Shamokin and Trevorton regions, contain ..... 85,525 acres
The third, or northern coal field, comprising the Wyoming basin, contains ..... 76,805 acres
Total ..... 238,280 acres

From these regions there were sent to market, in 1859, the following quantities of coal:

	1859.	1858.	Incr. 1859.
First district	3,245,248	3,131,687	113,561
Second "	1,861,955	1,552,965	308,990
Third district	2,791,236	2,135,224	596,012
	7,838,439	6,819,376	1,018,563
	6,819,876		

Inc. in these dist. 1,018,563 tons.

Boston and Providence Railroad.

Statement of the operations of the Boston and Providence Railroad for the year ending November 30, 1859.

Receipts.

From passengers	$310,435
" freight	303,307
" mails	7,890
" miscellaneous sources	33,041
Total	$654,673

Expenditures.

Wood, 3,310 cords, av. per cord, $5.41		$17,909 32
Coal, 3,333 tons gro. av. per ton, $5.90		19,684 84
Wood, 419 cords kindling coal		2,304 98
Water, for engines, etc.		1,515 00
New sleepers	$6,788 69	
Am't cred. to fund for ren'l	1,211 31	
		8,000 00
New iron used	$18,255 20	
Am't cred. to f'd for ren'l	3,744 80	
		22,000 00
Repairs railroad	$31,623 67	
Am't cred. to f'd for rep'rs	4,376 33	
		36,000 00
Repairs on locomotives	$16,916 98	
Am't cred. to f'd for ren'l	5,083 02	
		22,000 00
Rep'rs on pass. & bagg. cars.	$7,398 06	
Am't cred. to f'd for ren'l.	5,101 94	
		12,500 00
Repairs of freight cars	$5,118 57	
Am't cred. to f'd for ren'l.	7,281 43	
		12,400 00
Repairs on stations, building and fixtures	$12,995 41	
Am't paid for building new freight house, and on account passenger rooms, etc.	10,056 90	
		23,052 31
Repairs on bridges	$5,680 51	
Am't p'd for new draw br.	5,100 00	
		10,780 51
Repairs of fences	$2,223 35	
Am't cred. to f'd for ren'l.	776 65	
		3,000 00
Gratuities and damages for loss by accidents, etc.		3,000 00
Removing ice and snow	$359 49	
Am't p'd for two new sn'w pl.	1,750 00	
		2,109 49
Passenger expenses		34,391 38
Freight do.		47,189 40
Miscellaneous do.		14,014 15
Switch and gatemen		10,462 97
Taxes and insurance		8,405 82
Waste for cleaning engines and cars		1,411 50
Oil do. do. do.		4,275 74
Labor in transportation of mails		617 50
Total		$317,024 92

General Statement from Company's Ledger.

	Dr.
New track, India street	$13,190 28
Graduation and masonry	775,000 00
Wooden bridges	101,000 00
Iron do.	9,840 00
Stations, buildings and fixtures	497,000 00
Land, and land damages	477,939 52
Engineering	95,000 00
Seekonk Branch and wharf	31,655 70
Providence and Worcester R. R., on joint account	399,904 90
Boston and Providence R. R., in R. I. stock	150,000 00
Iron account, as follows:	
7,550 tons laid down, at 42 per ton	317,100 00
613,200 lbs. chairs, at 2 cents per lb.	12,264 00
114 tons spikes, at $50 per ton	5,700 00
Sleeper account:	
132,880 sleepers, at 33 cents, laid in track	43,850 40
Fences:	
34,560 rods, at 67 cents	23,155 20
Locomotives account:	
22 locomotives, average, $4,786 36	105,300 00
Passenger and baggage cars:	
9 76-seat cars	11,880 00
18½ 60 do.	22,740 00
10 8-wheel baggage cars	7,680 00
All other cars	1,800 00
Freight cars:	
93 8-wheel box cars	33,820 00
13 4- " " "	1,300 00
48 8- " platform cars	12,990 00
22 8- " coal "	7,550 00
4 4- " " "	340 00
20 4- " gravel "	2,000 00
Cash assets	339,857 11
Property, to represent surplus, etc.:	
300 shares Boston & Prov. R.R. stock	30,000 00
400 shares Stoughton Br. do.	40,000 00
Real estate, not needed for the purposes of the road	60,135 90
Materials on hand, viz: fuel and iron	33,145 40
Total	$3,663,138 41
	Cr.
Capital stock, 31,600 shares at $100.	$3,160,000 00
Bonds payable, 1860-'8.	$174,220 00
Dividend due Jan'y 2d, $128,569 50	128,569 50
Cash balances due	21,599 32
Total as cash liabilities	324,388 82
Funds for renewal, as follows:	
For iron { $7,000 00 / 3,744 80 }	10,744 80
For repairs railroad	4,376 33
Do. locomotives	5,083 02
Do. passenger cars	5,101 94
Do. freight cars	7,281 43
Do. fences	776 65
For sleepers { $4,657 69 / 1,211 31 }	5,869 00
For gratuities and damages	2,016 23
Income account—old balance	31,606 50
Do. surplus, 1859	105,893 69
Total	$3,663,138 41

We copy the following from the report of the Directors:

In making up the account of expenditures, it will be seen that we have adopted a course which, if adhered to, will secure a good degree of uniformity in the charged expenses of operating the road.

In the first place, we assume that there is an annual decay of sleepers, bridges, station houses, etc., and that the extent of that decay for each year, is properly chargeable to the expenses of that year.

In the second place, a fortunate concurrence may, in some years, reduce the actual expenditures below the average of annual expenses; and, in other years, various causes may conspire to carry the expenditures above that average; and thus a fluctuation in that account is presented, which prevents any safe calculation for the future on the part of those interested in the property; and which, therefore, it is desirable to avoid.

We have endeavored to ascertain, so far as is practicable, from the experience of years, what may be expected, with a given amount of business, to be the amount of expenses chargeable to each account, annually; and if in any year the amount actually expended falls short of that estimate, we do not rely upon a permanent reduction of those expenses, but charge the expenses of the year with the estimated amount, and carry the difference to a fund to meet what may be the expenditures of another year on that account beyond the estimate.

For instance, we assume that, in a series of years, the cost of renewing sleepers will be $8,000 annually. The last year it amounted to only $6,788 69. The expenses on that account are charged at $8,000; and the difference, $1,211 31, is carried to the fund for the "renewal of sleepers." In this manner, the business of each year is charged with its proportion of the decay and depreciation of the property; and, as far as is possible, uniformity secured in the expense account. Upon this principle $29,591 71 have been carried to the several funds for renewal, during the past year; and the whole amount of those funds is now $41,249 40,—the details of which will appear in the balance sheet.

During the year, a new valuation of our whole property has been made, and the construction account reduced to $3,160,000—the amount of our capital. It is intended that that valuation shall represent the actual present cash value of the property.

Our funded debt payable from 1860 to 1868,—amounts to $174,220; but it will be observed, that, in the balance sheet, that debt is treated as if now due, and that the balance there shown is the balance after the payment of all debts of the corporation; so that the stockholders may be congratulated upon the fact that the corporation is entirely free from debt, beyond its means of immediate payment, and that the future earnings of the road will be subject to no charge on that account. Every doubtful claim of the corporation has been charged to "profit and loss," and the assets, as they appear in the balance sheet, are put down at or below their cash value.

The Report is a brief, but it must be a satisfactory one to the stockholders, and we copy it nearly in full for the purpose of showing the system upon which the expenditures are made up. Had it been more extensively followed, we should not have seen so many instances of 10 and 20 per cent. dividends, for two or three years, and none thereafter. We should like to see all accounts of current expenditures made up in the same manner.

Dividends paid during the year, 8 per cent.

Banks of the United States.

One of the most comprehensive volumes published for the year is the "Merchants' and Bankers' Register for 1860," published at the Bankers' Magazine office, New York, and containing as follows: 1. A List of the Banks, arranged alphabetically, in every State and City of the Union, December, 1859; Names of President and Cashier, Location and Capital of each. 2. A List of Private Bankers' in Three Hundred and Fifty Cities and Towns of the United States, December, 1859. 3. A List of the Banks in Canada, their Cashiers, Managers and Foreign Agents. 4. Directors and Officers of the Bank of England, 1859; List of Members of the New York Stock Board, and Stock Sales of 1859. 5. Banks in the City of New York; Names of President, Vice President, Cashier, Assistant Cashier and Notary Public of each. 6. List of Banks and Bankers in London, November, 1859. 7. List of Bankers in Europe, Asia, South America, Australia, West Indies, &c. 8. Attachment Laws and Statute of Limitations, in each State of the United States, &c., &c. Price $1.25.

Fitchburg and Worcester Railroad.

The earnings of this road for the year ending Nov. 30, 1859, were as follows:

From passengers	$14,934
" freight	21,473
" mails	500
" miscellaneous sources	10,811
	$48,768

The disbursements for the year were:

For current expenses	$32,140
Paid interest	3,832
" dividends	10,578
Balance	2,218
	$48,768
Capital stock paid in	$198,800
Funded debt	62,900
Floating debt	300
	$262,000

The company have assets to the amount of $17,525, which would reduce the cost of the road to $244,474.

Journal of Railroad Law.

EVIDENCE. ADMISSIBILITY OF, IN AN ACTION FOR DAMAGES.

It is often a difficult question to decide what evidence is admissible and what is inadmissible. Rules of evidence are laid down for the purpose of more certainly arriving at the truth, and when properly applied they greatly assist the administration of justice. The case of Robinson against the Fitchburg and Worcester Railroad Company recently decided in the Supreme Court of Massachusetts throws some light upon the question of admissibility of evidence in an action against a railroad corporation to recover damages for injuries sustained. In this case the plaintiff was injured by a locomotive engine of the defendants while he was delivering wood from a team by the side of their railroad track.

At the trial the plaintiff, in order to show want of care on the part of the defendants, in not ringing their bell, or giving some signal of the approach of the train to the place where the plaintiff was engaged in delivering wood, at the time of the injury, introduced evidence tending to show that there was a farm crossing, or traveled place at that point; and, as tending to prove that fact, offered evidence that there had been such a crossing there *previously* to the construction of the railroad. This evidence was excluded by the court.

The plaintiff then offered to show, that there was a crossing there *at the time of the trial*, as tending to show its existence at the *time of the injury*. But this evidence was all excluded. The plaintiff called the conductor of the train by which he was injured, and, in order to show that the engineer of the train was not a careful, skilful and proper person to run the train, asked the conductor, (who, it appeared, had known the engineer for several months,) whether he knew of any specific instances of want of care in the engineer in his business of running trains, within three months of the injury, before or after. But the court excluded the question.

The plaintiff, in order to show that he was in the use of ordinary care at the time of the accident, asked a witness, whether the only mode of approach by a team to the place of delivering the wood was by way of the track. This was objected to and excluded, on the ground that it was a

question for the jury to decide, upon the whole evidence relating to the locality.

Evidence of certain statements concerning the accident, made by the engineer of the train to the plaintiff within ten days after it, was offered by the plaintiff, but excluded by the court.

Evidence that the president of the corporation had stated to the plaintiff that he thought the defendants would give him something, or pay him something, was offered, as tending to show a recognition of their liability by the defendants: but it was excluded.

The plaintiff having contended that the defendant employed the engineer of the train at low wages because of his want of skill, the defendants were allowed, against the objection of the plaintiff, to ask the president of the corporation this question, "How did you employ him as engineer; as what kind of engineer?" and the answer was, "I employed him as a competent engineer, with skill enough to make him a safe man to run an engine.

It appeared that some months after the accident a letter was addressed by the plaintiff to the dedefendants, which was read to the stockholders at their annual meeting by the president, and was by him produced, on notice, at the trial. But it was proved, without objection, that upon the reading of the letter at the meeting, a vote was passed to lay it on the table; and the court ruled the letter incompetent.

The plaintiff offered to show, as part of his damages, that the injury rendered him unable to do the labor required by his business, and so broke up his business. But the court excluded the evidence.

The plaintiff requested the court to instruct the jury that if they were satisfied that the plaintiff, while lawfully on the track of the railroad and in the exercise of ordinary care, was struck and injured by the defendants' cars or engine, the burden of proof would then shift upon the defendants to show that they were using ordinary care at the time. But the court refused so to rule, and instructed the jury that the burden of proof was upon the plaintiff to show affirmatively, that while he was lawfully on the track and in the use of ordinary care he was injured by the defendants, and that they were not in the use of ordinary care.

The jury returned a verdict for the defendants. But upon exceptions to the rulings of the judge and to the charge, the plaintiff appealed to the Supreme Court. The opinion of the Supreme Court is as follows:

Bigelow, J.—Upon consideration of the several exceptions insisted on by the plaintiff at the bar of this court, we see no sufficient ground for disturbing the verdict rendered in favor of the defendants in the court below.

I. Evidence of the existence of a private crossing at the place of the accident, prior to the construction of the railroad, and also subsequently to the time of the injury to the plaintiff, seems to have been excluded on the ground of its irrelevancy. The precise question at issue was the state and condition of the place at the time when the collision took place, and whether there was then a crossing in use over the track of the railroad, which would require a greater degree of caution in the exercise of due care by the servants of the defendants, than at other places on their road, where no crossing existed. This the plaintiff was allowed very fully to show. Now, without deciding that proof of a certain state of facts or condition of things, prior and subsequently to a particular occurrence, would not be admissible and competent as leading to a just inference of their existence at the time when the occurrence took place, it seems to us that, in the present case, there is nothing in the bill of exceptions, which shows that the evidence excluded was so material and relevant to the subject matter which the plaintiff sought to establish, as to render its rejection a valid ground of exception. Many questions relating to the materiality and relevancy of proof to the issue on trial, necessarily address themselves, very much to the sound discretion of the presiding judge. He only can best determine whether evidence is collateral or unimportant, having before him all the facts in proof. A court of error will not therefore revise his decision upon such questions, except in cases where manifest mistake is shown.

II. Evidence of specific acts of negligence and carelessness on the part of the engineer, in running the train on other occasions than the one in question, was clearly incompetent. It would not only lead to collateral inquiries, and so distract and mislead the jury from the true issues before them, but it had no legal or logical tendency to prove the point in issue. Because a man was careless or negligent of his duty in one or two specified instances, it does not follow that he was so at another time and under different circumstances. * * * * * * *

III. The inquiry of the witness as to the mode of approach to the wood pile, sought for his opinion on a matter which bore directly on the question of the use of due care by the plaintiff at the place of the accident. It was, therefore, incompetent. All the facts bearing on the locality, and the means of access to it, being laid before the jury, it was their province to decide whether there was any other mode of approach which a person of ordinary prudence could take. In determining this question they could not properly be aided by the opinions of witnesses.

IV. The admissions and statements of the engineer, after the accident, were inadmissible. The defendants were not in any way bound by his confessions. They were not within the scope of the engineer's agency for the defendants, and were made some days after the accident. They were, therefore, only the declarations of a third person and incompetent as being merely hearsay evidence.

The evidence of the president of the corporation, who employed the engineer, that he was hired by him as skilful and competent, was relevant and material, in answer to the ground assumed by the plaintiff as a foundation for his right of recovery, which was that the engineer was employed by the corporation with a knowledge that he was unskilful, and at low wages. As distinct and substantive proof in defence of the case, we think it would have been liable to objection, but it is quite clear that it was competent in answer to the case alleged and attempted to be proved by the plaintiffs.

The remaining objections to the rulings of the court as to the offer and rejection of the evidence are either clearly immaterial, or wholly untenable, as falling within the scope of the proper discretion of the judge in regulating the order of proof, except that which has reference to testimony bearing on the question of damages. This last it is unnecessary to consider, because the plaintiff having failed to establish his case on the merits and to show any claim for compensation, cannot be aggrieved by any ruling relating to damages merely.

The burden of proof was clearly on the plaintiff to show want of due care on the part of the defendants, as well as the exercise of ordinary care by himself at the time of the accident.

Public Debt of Canada.

The public debt consists of Imperial Guaranteed Loan, bearing 4 per cent. interest, and constituting a first charge on the Consolidated Revenue Fund, £1,500,000; sterling debentures 5 per cent., payable in London, £279,355; ditto 6 per cent., ditto, £7,223,600; currency debentures, 4½ per cent., payable in Canada, £3,000; ditto 5 per cent., do., £147,683; do. 6 per cent., do., £524,064; total, £9,677,672, chargeable on Consolidated Revenue Fund, and bearing an annual interest of £546,345. In addition to the foregoing amount, the Province, as Trustee for the Consolidated Municipal Loan Fund and for other special funds, has issued debentures chargeable specially upon the security of such funds, and not upon the Consolidated Revenue, to the following amount: Sterling debentures chargeable on the Consolidated Municipal Loan Fund, payable in London, 6 per cent., £200,000; currency and sterling do., do., payable in Canada, £1,720,160; currency debentures, 6 per cent., chargeable on minor special funds, payable in Canada, £63,178—£1,983,338; bearing an annual interest of £119,000 sterling. The whole direct and indirect debt of Canada, may be, therefore, classed: Imperial Guaranteed Loan, £1,500,000; sterling debentures, payable in London, £7,702,-925; currency and sterling, payable in Canada, £2,458,085; total, £11,661,010; the total charge for interest being £665,345. The Lords of the Treasury now hold in investment on account of the sinking fund for the redemption of the Imperial Guaranteed Loan—3 per cent. Reduced Annuities, £619,080; Indian bonds, 1858, £174,000; total, £793,080. And an annual contribution of £30,-000, in addition to accumulating interest, is made by the province to this fund; the charge upon the revenue being thus: Interest on £1,500,000 at 4 per cent., £60,000; sinking fund, at 2 per cent., £30,000; £90,000 per annum. The balance yet remaining due being only £707,000, to be reduced in January by the sum of £30,000, now in course of remmittance from Canada. By an arrangement with the Lords of the Treasury, it is agreed that the sinking fund may be invested in approved securities, bearing a rate of interest nearly approaching that paid by Canada, to raise the amount required to make good the entire sinking fund, and thus to discharge the Province from the necessity of providing from its consolidated revenue any larger sum than the interest on the balance of about £700,000, by which means an annual charge of about £35,000 will be substituted for that of £90,000, while some profit will arise from the sinking fund being invested in securities yielding a higher rate than that payable under the guarantee 4 per cent. The Government of Canada also are themselves holders of securities purchased on account of special funds, to the amount of, sterling, £724,777. Almost the whole of this sum consists of the currency debentures of the province, whose indebtedness is really to this extent diminished. By the terms of the charters granted to the provincial banks, they are required to hold as security for their issues, provincial debentures to the extent of 10 per cent. of their capital. The amount so held is now about £500,000 sterling, which is thus withdrawn from sale. During the past year 1859, the Government have come under obligations to the extent of about £400,000, which

has been applied to the redemption of the securities before enumerated. And it is proposed now to raise the necessary capital for the pupose of redeeming all the outstanding currency debentures, most of which are held in England. By substituting the direct engagement of the province in lieu of that of the Municipal Loan Fund and other special funds, and by making the principal and interest payable in London, it is expected that the holders of these depreciated securities will be glad to avail themselves of the opportunity now offered of redemption, or of accepting the new consols or bonds in lieu of their present bonds, while, by interposing its own security, the province will obtain a large reduction on the amount charged for interest. After deducting the secuites now held by the Government of Canada, those already purchased for the purpose of redemption, and also those held under the bank charters, there remains the sum of about £1,250,000 still outstanding of the currency and Municipal Loan Fund bonds. Under the terms of the act providing for the redemption of the feudal tenure in Lower Canada, a fund was created for the purpose of indemnifying the seigniors, amounting to about £650,000 sterling, the interest upon which, at 6 per cent., is now a charge upon the Consolidated Revenue Fund; and of this amount £250,000 will be required in the course of the year 1860. The Government propose now to make provision for the payment of this sum, which will constitute no addition to the present liabilities of the province, but will reduce the interest from 6 per cent. to 5 per cent.

The Government has also to provide the sum of £200,000 for the erection of the public buildings at the new provincial seat of Government. This amount will be required in the course of 1860 and 1861. And to this extent only does the Government of Canada now propose to make any addition to their existing liabilities.

It is, therefore, proposed to create an issue of Consolidated Stock or Bonds, at the option of the purchaser, irredeemable until after twenty-five years from 1st January, 1860, bearing 5 per cent. interest, payable half-yearly, for the following purposes: To pay up in full the sinking fund for the Imperial Guaranteed Loan, about £700,000; to reimburse the Consolidated Revenue Fund for advances made in 1859 on account of redemption of debt, £400,000; to redeem so much of the Feudal Tenure Fund, £250,000; for public buildings at Ottawa, £200,000; for redemption of remainder of 6 per cent. currency debt, both direct and indirect, about £1,250,000—£2,800,000. The charges now borne by the revenue on the foregoing items, are as follows: Interest and sinking fund, imperial loan, £90,000; 6 per cent. interest on £2,100,000, £126,000; total per annum, £216,000. By the issue of 5 per cent. consols or bonds, the annual charge will be reduced to—for interest, £140,000; for sinking fund, ½ per cent., £7,000; total, £147,000; making a reduction of charge upon the revenue of Canada of £69,000 per annum, while, at the same time, the existing Imperial Sinking Fund will by this operation be increased to £1,500,000, thus practically extinguishing so much of the present debt. The Consolidated Stock or Bonds will be issued at par, bearing interest from January 1. Until 30th June next subscribers who are holders of Provincial Government 6 per cent. bonds, payable in Canada, and having the direct engagement of the Consolidated Revenue Fund, will be permitted to pay their subscriptions to the new stock or bonds in these securities at par (viz: £1 4s. 4d. currency for £1 sterling,) adding one-quarter per cent. premium for each year the bond may have to run. Thus, a bond having twenty years to mature will be taken at 105, payable in the new stock or bonds at par. Subscribers who are holders of Consolidated Municipal Loan Fund bonds will be permitted to exchange them at par for the new stock or bonds—viz: £1 4s. 4d. currency for £1 sterling. In order to facilitate the consolidation of the entire debt of the province, the Government are prepared to convert the sterling 6 per cent. bonds, payable in London, and carrying a direct charge upon the Consolidated Revenue Fund, into new stock or bonds of the same character as those now to be disposed of, and to be issued under the authority of the same act, at the following rates:

£	s.	d.	New Stock or Bonds.	6 per cent. b'ds due—
109	10	0	5 per cent. for £100	Aug., 1874
110	12	6	" " "	Sept., 1876
111	0	0	" " "	July, 1877
111	5	0	" " "	Jan., 1878
111	12	6	" " "	Jan., 1879
112	0	0	" " "	Jan., 1880
112	3	9	" " "	July, 1880
112	11	3	" " "	July, 1881
112	15	0	" " "	Jan., 1882
112	17	6	" " "	July, 1882
113	0	0	" " "	Jan., 1883
113	3	9	" " "	July, 1883
113	7	6	" " "	Jan., 1884
113	10	0	" " "	July, 1884

Holders of 5 per cent. sterling bonds may convert at par; but neither class of such sterling bonds payable in London can be received in payment of subscriptions to the new loan. The option of conversion is limited to the 30th June, 1860.

Statesville and Charlotte Railroad.

On last evening, Mr. Johnston, President of the Charlotte Railroad, appeared before the City Council for the purpose of calling their attention to the railroad now being built from Charlotte to Statesville. This connection will form a very important feeder to the Charlotte and South Carolina Railroad.—*Carolinian.*

New York and New Haven Railroad.

The result of the operations of this company, for the year ending on the 31st day of March, 1859, has been as follows:

Income.

From Passengers	$624,795 43
" Freight	157,949 77
" Mails, Expresses, &c.	45,946 75
	$828,691 95

Expenses.

For Transp'tion expenses	$198,114 17	
" Repairs of road, &c..	76,767 09	
" " equipment	114,285 26	
" Fuel, oil and waste..	95,181 25	
" Haul. by horse power.	28,511 56	
		512,859 33
Net earnings for the year		$315,832 62

The Canal Railroad.

The earnings of this road for the year have been as follows:

Receipts.

		Plainville Lease.	Extension Lease.
April,	1858	$6,903 52	$2,591 42
May,	"	8,723 23	3,036 63
June,	"	7,758 20	2,135 77
July,	"	8,576 33	2,669 83
August,	"	7,852 82	2,935 89
September,	"	9,060 70	3,115 01
October,	"	8,420 93	3,723 62
November,	"	7,545 84	2,854 94
December,	"	6,073 36	2,234 10
January,	1859	5,767 89	2,012 44
February,	"	5,704 11	2,030 32
March,	"	6,676 09	2,712 92
Mail compensation		2,025 00	2,011 85
		$91,088 02	$34,064 74

Expenses.

	Plainville Lease.	Extension Lease.
Operating road	$45,626 95	$33,663 14
Rent of road	50,362 67	28,000 00
	$95,989 62	$62,663 14
Loss on Plainville Lease		$4,901 60
Loss on Extension Lease		27,598 40
Total loss		$32,500 00

Condensed Balance Sheet. Dr.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure and iron, station houses, shops, fixtures, machinery, furniture, engineering, agencies, interest, &c., &c.	$1,579,879 54
Equipment, viz: Locomotives and tenders, cars, &c.	661,546 54
Real estate, including leases, in the cities of New York and N. Haven	65,343 16
Materials, viz: Lumber, iron, fuel, oil, &c., &c.	170,716 60
Mortgage Bonds, on hand, available for exchange, and constituting part of the $330,500 of Registered Bonds not issued and in the Bank of the Republic	55,500 00
Cash	31,445 59
	$5,582,431 43

Cr.

Capital stock, 30,000 shares	$3,000,000 00
Bonds, due December 1st, 1860, with 7 per cent. Coupons, payable on the first days of June and December in each year	311,000 00
Bonds, due January 1st, 1861, with 6 per cent. Coupons, payable on the first days of July and January in each year	14,000 00
Bonds, due December 1, 1866, with 7 per cent. Coupons, payable on the first days of June and December, in each year	964,000 00
Bonds, secured by mortgage, due October 1st, 1875, with 6 per cent. Coupons, payable on the first days of April and October in each year.	930,000 00
Profit and Loss, being the surplus of earnings after paying all demands upon them	330,393 66
Accounts Payable, consisting of coupons due, dividends and balance due other roads, not yet called for	33,037 77
	$5,582,431 43

Wilmington, Charlotte and Rutherford R.R.

In our issue of 14th inst. we gave a notice of this road, compiled chiefly from an article in the Wilmington *Herald*, which contained some errors—one of which (that referring to the distance apart of the cross-ties) is calculated to convey an unfavorable impression of the road. The *Herald* no doubt fell into the error from the fact that the company at one time, while putting down track, were obliged to lay it with about one-third of the requisite number of ties, because a temporary failure on the part of the contractors to supply a sufficient quantity in time. The following, in reference to this road, is from an authentic source, and may be relied upon as correct:

"The road when completed will be 270 miles long, viz: the Eastern Division from Wilmington to Charlotte, 190 miles, and Western Division, from Charlotte to Rutherford, 80 miles. It is graded, as are all our roads at the South, for a single track only. The superstructure will consist of a T rail weighing 50 lbs. per lineal yard, placed upon cross-ties 22 inches apart, from centre to centre; the ties of heart pine, or oak, seven by nine inches, and eight feet long.

"On the Eastern Division, 28 miles of track were laid last year. This year it is hoped that we will be able to lay the road on the Eastern Division to Rockingham, in Richmond County.

"On the Western Division track-laying will be commenced about the 1st of April next, with the expectation of completing by the end of the year, 50 miles."

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	.....	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—					57.0	.....	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	—	—	—	—	—	—	—	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	—	—	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	—	—	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	338,500	152,777	.....	.....
31 Aug. '59	61.4	10.6	....	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	172,369	70,487	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '58	62.2	—	63.8	—	29	72	368	New York and New Haven	4,593,698	661,547	—	3,000,000	2,219,002	79,722	5,582,071	74.0	432,024	932,550	231,560	3	....
31 Mar. '58	59.0	7.0	....	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	266,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	—	—	—	*Florida*	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '58	—	—	....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- 59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,450,075	86.7	.....	362,061	197,357	8	125
-- -- 59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	—	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,571	3,750,000	199,851	—	5,977,106	229.0	790,016	1,633,947	794,343	10	....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	96,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	96
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,760	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	....
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,020	—	62½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	62
-- -- '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	57½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,565	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,355	230,834	9	49
31 Dec. '58	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
-- -- '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	.....	.....	.....	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	985,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	690,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	99.0	37.5	....	85.0	10	9	135	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,988	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	920,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	—	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,824	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	92½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	65,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	70½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	154
								MASSACHUSETTS.													
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*	—	600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	26.8	1.8	43.6	—	20	26	544	Boston and Lowell	2,239,253	183,345	—	1,830,700	440,000	21,965	2,619,210	28.6	274,655	407,399	166,109	6	99½
31 May, '59	74.3	7.4	50.8	—	30	39	540	Boston and Maine	3,847,004	368,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,657	7½	105½
31 Dec. '57	74.5	—	2.1	—	...	...	...	Boston and New York Central	3,622,203	69,941	—	2,241,000	374,550	1,299,039	3,923,319	74.5	.....	88,483	7,052	—	.....
30 Nov. '58	43.5	12.0	22.8	—	22	27	200	Boston and Providence	3,333,807	191,175	—	3,160,000	195,220	.....	3,862,710	55.5	292,649	527,764	259,176	6	104½
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	437,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,270	6	104
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	144,000	114,417	.....	47.2	78,282	106,846	49,483	—	.....
30 Nov. '58	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558	20,000	1,591,100	223,000	28,000	.....	75.4	158,815	238,390	90,877	2	72
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,184,475	456,523	262,102	2,853,400	2,105,500	172,218	5,128,719	100.5	873,641	663,135	319,526	—	55
30 Nov. '58	19.9	1.3	2.8	—	...	...	...	Essex	742,592	4,416	—	299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,295	—	40½
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	350,149	—	3,540,000	.....	131,453	3,863,710	67.7	303,392	572,967	278,855	6	97
30 Nov. '58	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	293,658	40,226	—	210,000	64,200	65,735	.....	26.0	35,557	35,476	12,849	6	.....
30 Nov. '58	9.0	—	9.0	—	—	—	—	Grand Junction (Boston)	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	—	.....
30 Nov. '58	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	598,299	.....	.....	292,651	200,000	105,649	.....	ope	r. by N.	H. & N'h	23,294	—	.....
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	.....	12.4	22,455	42,784	18,540	3	.....
30 Nov. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684	—	600,000	.....	.....	.....	14.6	123,395	180,085	71,505	8	105
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906	—	500,000	.....	12,600	.....	21.5	52,220	137,914	28,968	—	.....
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,066	59,096	—	220,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	.....
30 Nov. '58	8.6	—	0.4	23.4	—	—	—	N. York and Boston Air Line	416,133	.....	—	223,176	673,210	4,643	.....	8.6	18,093	16,606	1,647	—	.....
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	161,500	30,935	3,748,970	87.3	365,197	561,399	257,060	6	106½
30 Nov. '58	18.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	ope	r. by We	stern.	27,000	6	.....
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,534,911	254,585	—	1,550,000	300,000	46,500	1,897,369	43.4	199,895	270,402	110,244	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543	—	243,305	226,900	.....	.....	16.9	29,822	50,856	.....	—	.....
30 Nov. '58	21.9	—	.....	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	.....	.....	450,000	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '58	7.1	—	.....	35.5	—	—	—	Troy and Greenfield	329,741	.....	—	288,428	169,000	9,854	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343	—	2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	104
30 Nov. '58	173.4	—	94.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,713	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,700,293	809,363	8	108½
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961	—	1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5½	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	86½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,908	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	6
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	14,438,612	*	—	1,770,612	8,768,000	900,000	11,438,612	206.8	.....	603,777	333,442	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,925	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,506	34.5	334,532	459,659	128,366	8	53
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	.....
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	55
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	.....	—	363,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	83
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	203,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,807	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,173,285	*	—	1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,787,970	*	—	656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	.....
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....	—	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,582	313,295	—	3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,067	10	130
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	.....	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	.....	—	248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	—	—	—	Warren	1,568,713	*	—	968,000	600,000	713	1,607,086	18.7	8 mo.	193,241	96,620	5½	.....
30 Nov. '58	18.0	—	.....	47.0	—	—	—	West Jersey	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356			275,793		8,697								
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038		439,005	1,575,099	50,000			32.9	93,894	84,119	11,215		
30 Sep. '58	38.3	—	34.0	—				Albany and West Stockbridge	2,289,934			1,000,000	1,289,934				ope	r. by W	estern.		6	
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,069	81,405		804,848	682,500	52,570			37.5	34,424	60,524	32,413		
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000				14.8	16,530	23,554	9,204	5	
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0			541,249	172,321		
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736		1,913,000	1,049,000	172,378			87.8	356,145	814,116	359,609	6	
30 Sep. '58	24.6	—	38.1	—				Cayuga and Susquehanna	1,016,058	79,542		687,000	426,000	7,042			34.6	59,539	59,421	5,092		
30 Sep. '58	17.4	—	2.1	—				Chemung	400,000			380,000	70,000				ope	r. by N.	Y. & E.	24,000	7	
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls									ope	r. by Re	ceivers.			
30 Sep. '59	—	—	—	63.2				Erie and New York City	287,708			352,742	14,000	28,716	396,416							
30 Sep. '58	—	—	—	15.0				Genesee Valley	91,889			59,374	38,500	23,404			ope	r.b.B.N.	Y. & E.			
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000					17.3	49,519	58,207	10,840	6	
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644			150.0	700,224	1,842,636	770,096		41½
30 Sep. '58	—	—	—	73.8				L. Ontario, Auburn & N. York	74,203			75,771										
30 Sep. '58	—	—	—	182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856								
31 Mar. '59	84.0	2.5	....	8.5	19	34	185	Long Island	2,211,659	354,611	1,000	1,852,715	639,497	144,566			101.5	213,414	334,038	111,531		11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005		655.9	3,945,128	6,200,848	2,791,419	7	78
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	29,909,749	4,148,885	973,083	11,000,000	26,371,511	1,707,575	39,079,086		495.0	3,000,369	5,151,616	1,086,575		8¼
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640			152.9	621,747	975,853	358,792		9¼
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079			1,494,000				121.8	311,404	410,806	127,013		
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	660,919	100,462		396,340	197,000	16,415			35.9	68,845	115,990	61,347	8	
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottedam and Watertown	1,523,646	63,382		663,077	818,500	180,138			75.4	98,686	94,385	44,715		
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573		610,000	140,000				46.2	89,380	208,223	33,946	3	
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539			555,450	150,000	30,417			18.4	32,980	37,280	18,590	2	
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810			18.0	17,620	12,025			
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*		300,000	86,500				ope	r.by Ren	s. & Sar.	30,150	2½	
30 Sep. '58	40.9	0.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000	5,456			54.5	107,508	139,388	32,196		
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000			40,000										
30 Jun. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856			284,850	85,000				ope	r.by Lo	ng Isl.	37,580	9	
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*		1,200,130	1,500,000	59,418			81.3	148,240	177,627	74,359		
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887		568,297	797,500	231,093			27.2	61,614	125,042	53,289		
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073		275,000					ope	r. b.Hud	s. River.		6	
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114			30,000	680,000				ope	r. by oth	er Co's.			
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	600,000	85,071	2,278,611		96.8	215,605	397,712	187,000	6	
								NORTH CAROLINA.														
-- -- '58	95.2	2.0	.....	—	—	—	—	Atlantic and North Carolina	1,850,000	*		1,600,000	400,000				95.2					
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*		4,000,000					223.0					
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200				97.0		206,917	108,541		
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969		171.0		487,043	209,793		
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954		171.0	323,069	477,554	235,201	8	
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212		70,860	364,072							
								OHIO.														
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231			866,939		77,294								
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281		118.2		332,226	146,812		
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432		141.0		597,633	71,356		
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710		60.3		489,437	249,666	7	59
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.									37.0					49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973			131.8	304,168	190,745	19,180		
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275		141.2		1,113,639	575,159	7	94½
31 Dec. '58	67.0	—	....	18.0	—	—	—	Cleveland and Mahoning	1,920,953	*		580,000	1,202,300	161,200	1,943,500		67.0		237,106	142,855		
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201		96.6	402,935	1,111,353	646,057	15	110
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102		203.5	646,413	772,093	332,093	4	64
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918		188.6		798,155	414,456	6	194
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486			61.5	75,120	68,128	19,763		
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000			72.0	144,000	84,000	17,760		
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539		ope	r. w. Lit.	Miami.	170,795	8	80
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*		1,620,000	2,126,000				72.0	144,606	124,559	66,779		
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174		36.6		125,940	66,253		
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,490	*		437,838	422,658				16.0	40,064	64,000	33,000		
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,863	152,694	1,358,867		45.0	105,304	151,866	44,615		
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana									47.0	60,901	63,141	13,573		
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000			13.0	'24,000	31,126	10,460		
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965			138.0	637,835	1,200,499	341,591	8	83
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137		195.4	556,732	374,198	46,452		
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262		192.3		881,957	312,441		
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,704,721		125.0					
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,900,736	2,400,000	466,215			45.7		577,958	211,894		
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,987	2,697,090	2,134,000	439,261	5,508,357		205.9		577,958	211,894		
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*		828,583	1,402,572	132,301	2,363,456		125.0	155,006	209,918	51,371		
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*		403,975	560,000	100,000			55.6	70,000	110,200	53,100		
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500			193,000	150,000	3,500	846,500		ope	r. by C.,	C. & C.			
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000		49.8	222,000				
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*		3,573,000	7,650,000		11,223,000		250.0		676,022	159,769		
								PENNSYLVANIA.														
-- -- '58	44.0	—	....	136.2	—	—	—	Alleghany Valley	1,988,617	*		1,661,050	55,000	273,567	1,988,617		44.0		85,000	45,000		
-- -- '58	21.3	29.0	....	—	—	—	—	Beaver Meadow	1,542,950	*		1,650,000	2,000				50.3				10	
31 Aug. '59	63.5	—	....	—	—	—	—	Catawissa, Williamsp't & Erie	3,518,785	364,571		1,700,000	2,271,536	436,228	4,407,764		119.0		337,257	99,438		
30 Sep. '59	52.5	—	....	—	11	—	—	Cumberland Valley	1,225,971	*		981,900	245,500	55,643	1,299,194		52.5	142,944	169,125	94,311	6	
-- --	54.0	—	....	—	—	—	—	Dauphin and Susquehanna									54.0					
31 Dec. '59	110.8	2.3	....	—	71	17	3,366	Del., Lackawanna and West'n	8,831,707	*	506,000	3,360,872	6,070,125	569,190	11,064,413		202.0		1,430,512	881,609	—	53
-- -- '59	36.5	—	....	—	—	—	—	East Pennsylvania									36.3					
-- -- '58	19.6	—	....	—	—	—	—	Erie and Northeast	750,000	*		600,000	100,000		750,000		ope	r. b.Buf.	& S. L.		10	
31 Aug. '58	36.9	19.0	....	—	—	—	—	Harrisburg and Lancaster	1,881,697	*		1,056,450	459,872		1,881,697		55.9		423,561	166,852	8	54
31 Dec. '58	35.0	—	....	41.3	—	—	—	Hempfield	1,388,168	*							35.0					
-- -- '58	30.5	10.8	....	—	—	—	—	Huntingdon and Broad Top	1,181,697	*							40.8					
30 Sep. '57	68.0	—	....	—	—	—	—	Lackawanna and Bloomsburg									68.0					
30 Nov. '58	45.7	—	....	20.2	15	6	882	Lehigh Valley	3,276,523	*		1,788,000	1,500,000	800,000			45.7		441,187	268,724	6	25
30 Nov. '58	28.0	10.0	....	—	—	—	—	Little Schuylkill	3,407,651	*	—	2,606,100	546,222				38.0		353,101	255,930	9	
-- -- --	8.0	21.0	....	—	—	—	—	Mauch Chunk and Summit H.														
-- -- --	13.0	74.0	....	—	—	—	—	Mine Hill and Schuylk. Haven														
30 Nov. '58	55.6	10.1	....	—	16	14	513	North Pennsylvania	4,987,321	353,516		3,086,710	2,714,500	391,606	6,197,816		65.7		298,894	162,071	—	86½
31 Dec. '58	330.0	56.0	300.0	—	209	99	2,345	Pennsylvania	21,853,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987		386.0		5,185,330	2,163,445	6	74
31 Dec. '58	19.7	—	....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*		178,787	101,100	45,681	313,061							
30 Sep. '59	17.0	7.0	....	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555		1,208,500	374,800	104,720	1,742,333		24.0		288,657	157,194	10	
30 Nov. '58	147.4	4.0	....	—	142	58	5,638	Philadelphia and Reading	19,390,868	2,121,019	20,180	11,737,041	12,195,950	111,314	24,044,305		197.4		2,510,751	1,310,952	3½	87½
-- -- '58	33.0	—	....	—	—	—	—	Philadelphia and Sunbury	1,348,812	*	—	600,000	1,200,000				33.0		89,535	58,835	—	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passengers.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	....	—	...	...	—	Philadelphia and Trenton	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	28.0	oper. by	Cam. & Amboy		7	....
30 Nov. '58	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	5	....
31 Oct. '57	48.0	—	....	80.0	...	...	—	Pittsburg and Connellsville	2,285,606	*		1,031,178	1,100,000	513,403	2,644,756	48.0	.....	57,838	4,740	—	....
.. .. '59	10.8	—	....	127.5	...	...	—	Pittsburg and Erie	.....	.....	.....	.....	.....	.....	.....	10.3	.....	.....	.....	—	....
31 Dec. '58	467.0	—	....	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,260,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658	—	....
30 Sep. '57	31.0	—	....	11.0	...	...	—	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	25.0	—	....	—	...	...	—	Schuylkill Valley	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
1 Jan. '59	40.2	—	....	230.9	...	...	—	Sunbury and Erie	5,517,841	37,933	.....	3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	....
.. .. '58	29.7	—	....	—	...	...	—	Tioga	1,093,263	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Mar. '59	78.0	—	....	—	...	...	—	Williamsport and Elmira	3,650,682	380,847	.....	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	.....	1,508,000	806,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.6	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	.....	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	28	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801.615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	.....	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
.. .. '58	40.3	—	....	—	...	...	—	Cheraw and Darlington	600,000	*	.....	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	...	...	—	Greenville and Columbia	2,439,769	324,161	.....	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	...	...	—	Kings Mountain	196,230	*	.....	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	...	...	—	Laurens	548,403	*	.....	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	...	...	—	North-Eastern	2,011,652	*	.....	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	136.0	100.0	....	—	62	69	790	South Carolina	5,517,384	1,108,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July '58	25.1	—	....	41.9	...	...	—	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
.. .. '58	30.0	—	....	—	...	...	—	Cleveland and Chattanooga	867,210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	46.7	—	....	—	...	...	—	Edgefield and Kentucky	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '58	110.8	—	....	—	...	...	—	East Tennessee and Georgia	3,376,943	*	.....	1,289,155	1,910,688	278,319	3,501,197	110.8	.....	264,959	156,195	—	....
30 Jun. '58	130.3	—	....	—	10	13	95	East Tennessee and Virginia	2,529,418	117,512	.....	629,800	1,968,950	406,659	3,041,940	130.3	.....	191,198	95,231	—	....
30 Jun. '58	271.0	28.0	....	—	...	...	—	Memphis and Charleston	5,276,573	699,776	109,026	2,258,115	2,594,000	837,992	6,354,752	299.0	.....	1,330,812	778,036	—	....
.. .. '59	82.0	—	....	48.3	...	...	—	Memphis and Ohio	3,200,000	*	.....	.....	.....	.....	.....	82.0	.....	.....	.....	—	....
30 Jun. '59	—	—	....	73.0	...	...	—	Memphis, Clarkesv. & Louisv.	195,364	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '59	48.1	—	....	24.8	4	3	48	Mississippi Central and Tenn.	1,023,470	*	.....	309,562	624,500	118,659	1,052,721	48.1	.....	.....	43,436	—	....
30 Nov. '58	34.2	—	....	—	2	3	21	McMinnville and Manchester	565,459	*	.....	140,097	406,000	.....	565,459	34.2	run by	Nash. &	Chatta.	—	....
30 Nov. '58	151.0	8.0	....	—	38	20	323	Nashville and Chattanooga	3,738,472	*	160,000	2,262,405	1,674,000	85,944	4,121,557	193.2	.....	641,552	279,267	3	....
.. .. '58	—	—	....	172.8	...	...	—	Nashville and Northwestern	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '58	43.6	—	....	68.3	...	...	—	Tennessee and Alabama	936,697	*	.....	309,754	626,889	83,037	.....	43.6	.....	55,775	29,405	—	....
.. .. '59	15.0	—	....	9.5	...	...	—	Winchester and Alabama	.....	.....	.....	.....	.....	.....	operated	by	Nash. &	Chatt.	.....	—	....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	...	...	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. .. '58	56.0	—	....	184.0	...	...	—	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. .. '59	43.0	—	....	31.0	...	...	—	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	.....	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	....
.. .. '59	25.0	—	....	110.0	...	...	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. .. '59	28.0	—	....	756.0	...	...	—	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	.....	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	.....	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	.....	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun. '59	47.0	—	2.8	—	...	...	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	.....	516,164	793,200	.....	1,308,864	23.7	47.324	43,998	10,493	—	....
31 Aug. '59	54.0	10.5	....	—	...	...	—	Western Vermont	1,083,500	*	.....	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	...	...	—	Alex., Loudoun & Hampshire	1,492,194	42,000	.....	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	.....	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar. '59	79 .2	—	....	—	...	...	—	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	....
30 Sep. '59	103.5	—	....	—	8	...	—	Northwestern Virginia	5,322,150	*	.....	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '58	112.5	9.1	4.5	36.0	12	10	101	Orange and Alexandria	4,339,375	*	.....	1,899,329	1,480,500	371,590	5,134,475	97.6	150,538	258,875	151,872	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	.....	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec. '58	59.2	21.3	....	—	14	17	151	Petersburg and Roanoke	958,791	192,940	.....	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	.....	1,981,017	1,126,407	25,153	4,424,671	142.3	233,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	...	...	—	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	.....	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,435	6	64
30 Sep. '59	38.3	—	14.3	2	1	13		Richmond and York River	488,190	22,810	.....	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,617	105,728	—	....
30 Sep. '59	178.0	17.0	....	10.0	27	20	280	Virginia Central	4,835,729	527,181	.....	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	.....	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep. '57	32.3	—	....	—	...	...	—	Winchester and Potomac	573,998	*	.....	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	....
								WISCONSIN.													
.. .. '59	55.0	—	....	16.0	...	...	—	Kenosha and Rockford	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	...	...	—	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	...	...	—	Milwaukee and Horicon	919.757	*	.....	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	.....	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
.. .. '57	50.0	—	....	85.0	...	...	—	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	...	...	—	Racine and Mississippi	3,802,016	*	.....	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
.. .. '58	10.0	—	....	55.0	...	...	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	.....	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37.081	.....	.....	—	....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254.530	.....	.....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	...	...	—	European & North American	2,100,356	*	.....	.....	.....	.....	.....	29.9	.....	.....	.....	—	....
.. .. '59	60.0	—	....	—	...	...	—	New Brunswick and Canada	988,746	*	.....	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	...	...	—	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
31 Dec. '58	48.7	—	....	—	...	...	—	Panama	8,000,000	*	.....	4,973,000	2,427,000	.....	8,000,000	48.7	.....	1,925,444	1,360,160	12	127½

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,600,000	6	1855	82½
" "	700,000	6	1880	84
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	890,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
*Catawissa, Williamsp. and Erie:				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	800,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
*Central Ohio:				
1st Mortgage	450,000	7	1861	----
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	90
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	82
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	65
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	----
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	70
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin. :				
------	------	---	------	----
*Columbus, Piqua and Indiana :				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1859, 60, '62, '63)	210,000	6	[illegible]	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	800,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	800,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	80
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'68	93
2d Mortgage (S. F.)	1,738,000	7	1875	83
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
*Great Western, Ill.:				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	98
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	----
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	85½
Construction	4,115,000	6	1875	95
Free Land	3,000,000	7	1860	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.):				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	60,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	----
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	83
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,496,000	7	1868	----
2d Mortgage	2,000,000	---	------	----
3d Mortgage	1,500,000	---	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	93
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	----
Mich. Southern and N'n Indiana:				
Michigan Southern	903,000	†7	1857	----
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	----
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	-------	---	------	----
----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	----
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	88
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	92
2d Mortgage	2,000,000	7	1859	89
3d Mortgage (convertible)	6,000,000	7	1871	----
4th Mortgage (convertible)	3,715,000	7	1880	47
5th Mortgage	1,253,500	7	1883	78
Unsecured (convertible)	3,423,000	7	1871	25
Unsecured (convertible)	3,001,000	7	1862	24
Sinking Fund	3,925,500	7	1875	24
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	----
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	985,000	6	1866	91½
1st Mortgage	929,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	87
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	612,500	6	------	78
2d Mortgage	1,587,500	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	90
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	----
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
For Canals, etc.	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	30 y's	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
----	-------	†	------	----
Peru and Indianapolis:				
----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	92
Mortgage	1,572,800	6	1860	92
Mortgage (convertible)	886,000	6	1860	92
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	78
Mortgage (convertible)	3,586,500	6	1886	67½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	616,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	638,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	----
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1870	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	98
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	366,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1850	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie:				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	55
2d Mortgage (convertible)	2,000,000	7†	'68–'70	----
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	----	-------	17
2d Mortgage	----------	---	-------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	----	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	563,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Cterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
----	----	----	----	----
----	----	----	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, January 28, 1860.

Public Debt of Canada.

Canada is a province of most approved loyalty, of which she has made conspicuous display in imitating the love of the parent country for a good, round, national debt. To be sure, that of the latter has been the growth of centuries, and the result of relations sustained to continental powers, with whom, in times past, she has been in a chronic state of warfare, and was compelled to run up a debt to carry it on, so far exceeding all reasonable bounds of computation, as to forever relieve the public mind of all anxiety about devising any mode for its payment. It is now a part of the English Constitution, to which the people are as much habituated as to the air they breathe, and they have about as much idea of getting rid of one as the other.

Canada, fortunately, has had no wars to carry on. We have no "balance of power" doctrines on this side of the water. She has no fortifications to construct, no ships to build, no army to maintain; and, only recently, a government to support. All these matters have been at the charge of the Home Government. Still, she has a debt of nearly $60,000,000, which is as great a burthen to Canada as $1,200,000,000 would be to the United States, or as $3,800,000,000, (the debt of that country,) to Great Britain. Canada has, say, 2,600,000; the United States, 30,000,000—a population 12 times greater. We presume it is fair to estimate the means of the people of the United States to be twice greater, in ratio to their population, than those of Canada. At the same rate per head, the debt of Canada is equal to $720,000,000 for the United States.

Canada has no coal, which at once puts an end to all hope of ever becoming a great manufacturing country. Coal is the *sine qua non* of material greatness in these days of scientific method. Great density of population in Canada is, consequently, out of the question; and without great density of population, there will never be great accumulation of capital, as men are valuable in ratio to their nearness to each other. Canada can never become a great maritime people, as an embargo rests on her harbors, (always dangerous of approach,) six months in the year.

Now, without any necessity for great expenses for self-protection, and without any great plans for political aggrandizement, it appears to us that Canada, measured by the amount of its public burdens, is old, while yet young. A debt of $60,000,000 would be regarded as a serious burden by the people of the United States. We should at once set ourselves about devising some plan to get rid of it. And such a sentiment is characteristic of all our States, except the two or three which have taken it into their heads to repudiate altogether. The extremes to which they have gone only prove the rule. The only alternative left, to a scheme for the payments of their debts at an early day, (so common with nearly all the States,) was to deny their obligation altogether. There is now hardly a State in the Union in which the contract, creating new liabilities, does not contain provisions which will work out their speedy payment; nor hardly a State whose indebtedness, created some years ago, is not fast melting under the provision of well regulated sinking funds. In this country the strongest repugnance exists against the creation of permanent National or State debts. One reason perhaps is the commercial character of nearly all such as exist. Like all commercial ventures, it is felt that they should be regularly wound up, more especially if they have turned out unfortunately, as many of them have.

The national debt of England does not come in the category of commercial transactions. The nature of its origin creates no suggestion for its payment. Like an ugly habit that it cannot be got rid of, it is defended as a grace or virtue rather than admitted as an offence. The Canadas, in their too great loyalty, we fear have become enamored with this feature of the English constitution, and is rolling up a debt which will always be a serious burden to carry, and a disagreable element in their political affairs.

Connecticut River Railroad.

Statements showing the result of the operation of this road for the year ending November 30, 1859.

INCOME ACCOUNT.

Receipts—		
From Passengers		$121,884 00
" Freight		135,282 73
" Mails		7,319 60
" Express		4,200 00
" Rents and other sources		2,905 62
		$271,592 15
Balance, income, 1858		71,868 26
		$343,460 41
Expenditures—		
Operating expenses		$127,819 46
Miscellaneous expenses and losses		5,547 54
		$133,367 00
Interest		13,066 95
Rent of Ashuelot Railroad one year to Oct. 1, 1859		30,000 00
Dividends of Feb. 1, 1859.	$37,972 00	
Do. Aug. 1, 1859.	44,390 00	
		82,362 00
Balance		84,664 46
		$343,460 41
		Dr.
Cost of road and equipment		$1,801,943 80
Ashuelot Railroad equipment		21,841 42
		$1,823,785 22
Materials on hand, as per inventory, viz:		
Mechanics' stock	$14,718 18	
Road stock	4,962 03	
Wood	13,135 50	
Oil	224 27	
		33,039 98
Suspense account		290 41
Ferry stock and real estate		2,898 32
Paymaster		3,919 11
Post Office Department		6,103 87
Balances due from individuals and corporations		6,506 45
Investment, 350 shares, C. R. R. R. stock		16,287 65
Notes receivable, including $17,000, in notes made by W. R. R. corporation		23,137 93
Balances due from passenger and freight agents		19,534 76
Cash in hand and deposited in Banks		24,046 22
		$1,959,549 92

	Cr.
Capital stock paid in, viz:	
For 12,836 shares, old	$1,283,600 00
For 3,075 shares, preferred	307,500 00
	$1,591,100 00
Funded Debt, as follows:	
Notes, due July 1, 1860	5 000 00
Do. Jan'y 1, 1861	5,000 00
Bonds, due May 1, 1862	25,000 00
Do. Nov. 1, 1862	80,000 00
Do. May 1, 1863	25,000 00
Do. Nov. 1, 1863	40,000 00
Mortgage bonds, due Sept. 1, 1878	72,500 00
Profit and loss	84,664 46
Surplus real estate account	6,040 87
Expense bills payable	11,029 28
Balance due	13,401 65
Unclaimed dividends	813 66
	$1,959,549 92

The rate of interest paid on preferred stock is 8 per cent. This stock was created in 1850, and is to become common stock in August, 1860 Upon the common stock a dividend of 4 per cent. is payable Feb'y 1st.

During the present year, the lease of the Ashuelot Railroad will expire. This road has been a drain upon the Connecticut River to the amount of $30,000 annually, it having been run without profit.

The funded debt of the Company is as follows:

Bonds due May 1, 1862	$25,000
Do. Nov. 1, 1862	80,000
Do. May 1, 1863	25,000
Do. Nov. 1, 1863	40.000
Mortgage due Nov. 1, 1878	72,500
	$252,500

The company on the 1st of Sept. 1858, executed a mortgage on the road to secure the payment of bonds to the amount of $250,000, bearing 6 per cent. interest payable in 20 years, for the purpose of returning the bonds soon to fall due. Of these, as before stated $72,500 have been issued.

The officers of the company for the year are:

D. L. Harris, Northampton, *President.*
Seth Hunt, " *Treasurer.*
Wm. B. Brinsmade, " *Superintendent.*

Orange and Alexandria Railroad.

We have the Report of this company for the year ending Sept. 30, 1859.

The earnings for the year have been as follows:

From passengers	$162,197
" freight	84,392
" mails, etc.	13,725
" Manassas Gap Railroad	28,483
Total	$288,297

The current expenses have been as follows:

For maintenance of road	$34,613	
" " " motive power	39,456	
" " " cars	6,898	
" transportation expenses	32,354	
" salaries, office expenses, etc.	14,814	
" other items	3,000	
		131,226
Net revenue		$157,571

General Balance Sheet from Company's Ledger.

	Dr.	
Graduation, masonry, equipm't, etc.	$2,049,210 55	
General charges	193,038 00	
Interest on bonds, preferred stock, scrip dividend, and temporary loans	244,501 89	
Bills and rolls for working road, constructive and new w'k,	$705,116 90	
Freight and other bills outstanding	16,106 08	
Wharf property in Alexandria	23,800 00	
Stock of company, part subject to redemption	69,615 00	
Telegraph line	1,524 67	
Materials on hand, wood, lumber, etc.	29,951 24	
		846,113 89
Cash in banks and available		2,225 79
		$3,335,090 07
Lynchburg Extension:—		
Interest and discount on bonds, 2d issue	$315,272 17	
Do. on 8 per cent. bonds	36,665 36	
Interest on temporary loans, etc.	75,257 62	
		427,195 15
Construct'n & masonry,	1,964,751 53	
Bridges	8,221 27	
Cross-ties	36,691 38	
Iron rails	223,577 39	
Chairs and spikes	22,966 16	
Track laying	9,650 00	
Equipment	4,707 33	
Water stations	251 12	
Right of way	26,787 00	
		2,297,603 18
Engineers' expenses	75,201 96	
Miscellaneous expenses	18,257 55	
Personal property	1,370 00	
Real estate at Lynchb'g	36,097 00	
Stock of State of Virg'a	64,200 00	
		195,126 51
		$6,225,014 91

Capital Stock—	Cr.	
Received from corporations and individuals		$436,616 10
Received from State of Virginia		652,315 28
		$1,088,931 38
Received from corporation of Alexandria and individuals, preferred stock	$140,000 00	
Rec'd from State of Va.	210,000 00	
		350,000 00
Loan on bonds on 1st issue		400,000 00
Bills payable—		
On current business	$18,169 44	
Temporary loans	27,000 00	
Wharf pr'p'rty in Alexandria	10,000 00	
		55,169 44
To credit of agents and others on open accounts	$13,300 67	
To credit on current passenger business	5,180 00	
		18,480 76
Bills and pay rolls to 30th Sept., unsettled		57,500 58
Revenue fund for dividend		49,584 46
Revenue from passengers, freight and mails		1,536,797 98
Rent of Alexandria property		877 08
Profit and loss account		8,202 98
		$3,565,044 66
Lynchburg Extension:		
Stock subscript's paid.	$542,236 27	
Bonds of Company, six per cent. sold	1,055,500 00	
Do. eight per cent. sold	461,378 70	
Loan from State of Va.	400,000 00	
Bills payab. to contr't'rs and temporary loans.	136,508 53	
Rent of Lynchb'g property	491 00	
To credit of contractors on construction and cross-ties	53,599 42	
Do. engineers.	3,487 95	
Do. C. Congreve & Son, iron rails and duties.	36,768 38	
		2,689,970 29
		$6,255,014 91

This road is now opened for its whole length from Alexandria to Lynchbugh, a distance of 166 miles, and completing a direct line entirely through the State, in connection with the Virginia Central, (which is used for 21 miles,) and the Virginia and Tennessee, 205 miles. The completion of the Lynchburg Extension is a most important event, not only to the Orange and Alexandria Railroad, but to the railroad system of the country. The Mississippi Central Railroad is also on the eve of completion, opening a direct route by railroad to New Orleans. These connections cannot fail to be most valuable to the Orange and Alexandria Railroad, and must, for the current year, add very largely to its receipts, as it now forms the central portion of a direct line uniting the very extremes of the country.

The officers of the Company for the current year are:

President—J. S. Barbour, Jr.
Superintendent—H. W. Vandegrift.
Treasurer—James H. Reid.

Pacific Mutual Insurance Company.

We give in another column the statement of this company for the past year, showing the most satisfactory results. This company was established for an exclusive mercantile business, (principally for the Importers and Jobbers,) and no risks are taken by the year, or upon the hulls of vessels.

All the net earnings of the company are divided among its policy-holders, they receiving the full benefit of its profits. No reservation of profits is made for the benefit of parties not directly interested in the business of the company as dealers.

This company has returned to its dealers, in dividends, namely: 1856, 37 per cent.; 1857, 20 per cent.; 1858, 20 per cent.; in 1859, 43 per cent.; and in 1860, 30 per cent., and will redeem its second dividend, issued in 1857, in cash, on and after Tuesday, the 7th day of February next. By the principle upon which this company is conducted, the Insurer simply pays the general risk of insurance and the cost of conducting the operations of this company—the profits accruing the insurers, in many other companies, being returned to him.

Municipal Subscriptions to Railroads in Wisconsin.

The Madison *Journal* contains the following in reference to the County and Town subscriptions in Wisconsin to Railroad Companies:

The opinion of the Supreme Court in the case of Bushnel agt. The Town of Beloit, announced on Wednesday by Judge Cole of Madison, and concurred in by the other Judges, settles the constitutionality of legislative acts authorizing counties, towns, and municipal corporations, to issue bonds in aid of railways and similar improvements.

The town of Beloit, in conformity with an act of the Legislature, by the consent of a majority of its legal voters, issued bonds in aid of the Racine and Mississippi Railroad. These bonds were made transferable in the usual manner. The town of Beloit resisted the payment of the interest due upon them, mainly upon the ground that the Legislature had no power, under our Constitution, to pass the act authorizing the issue of bonds for such purposes. Bushnell, the respondent, a holder of some of the bonds in question, brought a suit against the town for the payment of the interest.

Judge Cole, in his opinion, sustains the decision of the Court below, affirming the decision of the Legislature, under our Constitution, to authorize such issues of bonds, and very thoroughly discusses the whole subject in a lengthy and able argument.

New York and Erie Railroad.

Below will be found the last monthly statement of Nathaniel Marsh, Receiver, in account with the New York and Erie Railroad Company.

1859.	Receipts.		Cr.
Nov. 30.—To balance per last report..			$176,736 77
Less bills for supplies omitted			14 81
			$176,721 96
Dec. 31.—Rents collected.		$1,070 00	
Old rails sold..		20,003 39	
Discount on currency		66 25	
Accept'ces issu'd for wood....		2,404 14	
Ontario St'b't Co.		27 20	
North'n R.R. Co.		111 60	
Car keys loaned conductors...		10 00	
Charter of st'm'r		300 00	
Damaged goods, etc., sold....		555 35	
Freight & pass. receipts		608,791 54	
			633,339 47
Total.....			$810,061 43
Dec. 31—To balance on hand			$27,175 00

1859.	Disbursements.	Dr.
Dec. 31.—By interest on 1st mortgage bonds		$151,725 00
Paymasters for expenses ..		222,321 84
Charges on freight		164,308 98
Long Dock Co. for interest,		30,466 08
Acceptances for supplies ..		4,856 64
D. S. Magee for coal		702 00
Winslow, Bush & Strong account judgment		15,000 00
Rent Chemung R. R.....		2,500 00
Rent Elm., Jeff. Can. R. R.		2,083 34
Sundry ticket balances ...		9,402 75
Interest and account and discount on unc'd money,		428 99
Sundry bills for supplies, etc.		123,545 81
Amount applicable to pay interest on 1st mort. bonds		55,545 00
		$782,886 43
Balance on hand....		27,175 00
		$810,061 43

Nathaniel Marsh, Receiver.

New York, January, 1860.

Griffin and North Alabama Railroad.

On Wednesday morning, the 11th inst., says the *Griffin Union* of the 13th, the grading of this new railroad was commenced. Messrs. Brown & Holman have taken the first contract, beginning at Griffin. Other contracts will commence in a few days, and by the 1st of February we expect to see the whole line under way as far as Newnan.

Emigrant Travel on the Pennsylvania R. R.

During the year 1859, the Pennsylvania Railroad Company transported over their road 14,359 emigrant passengers, most of whom were destined to points west of Pittsburg. A large number of them settled in Kansas and Iowa. Of the whole number, 7,620 came from New York, having been landed in that city, and choosing the Pennsylvania route as the most economical and expeditious. The entire number had with them 387,656 pounds of extra baggage. The following exhibits the number of passengers for each month:

Months.	Number.	Months.	Number.
January.....	712	July	1,041
February.....	870	August.....	1,151
March	1,828½	September	1,237
April.....	1,380	October	1,256
May.....	1,854	November	1,256
June.....	1,393½	December	880
Making a total of.....			14,359

Lehigh Valley Railroad.

The annual meeting of this company was held at Philadelphia a few days since. The following is an abstract of the report:

RECEIPTS.

From coal transportation.....	$391,766
" Passenger, express and mail.....	68,161
" Miscellaneous freight.....	65,937
Total	$525,866

EXPENDITURES.

For coal transportation	$160,895
" passenger, express and mail.....	28,085
" miscellaneous freight.....	22,991
Total	$211,971
Balance net earnings	333,896
Against which has been charged—Interest on bonds.....	85,020
Current interest.....	8,257
Salaries and office expenses.....	6,359
Dividend	117,518
Total	$217,518
Leaving a credit balance of.....	96,375

The whole amount of coal transported over the road was 577,651 tons, against 471,029 tons last year—showing an excess this year of 106,622 tons. This amount was distributed as follows:

	1859–Tons.	'58–Tons.
To the Belvidere Delaware R. R.	131,152	96,141
" Central Railroad.....	182,222	122,000
" North Pennsylvania R. R.	77,483	66,123
" East Pennsylvania R. R..	3,579	.....
" Catasauqua Railroad ...	4,384	4,012
" Morris Canal.....	4,688	5,870
Delivered on the line of road...	174,143	176,883
Total.....	577,651	471,029

Of the whole surplus of the receipts over the expenditure, $62,797 06 has been used in new construction, and the balance applied to the liquidation of the debts of the company. The total capital of this company is $1,966,350, upon which the net earnings are about 11 per cent. Very few coal transportation companies in this State can show such a flattering and encouraging result. Mr. J. G. Fell is the President of the road; Mr. J. N. Hutchinson, Secretary and Treasurer. Managers—Asa Packer, William H. Gatzmer, John T. Johnston, R. F. Stockton, E. A. Packer and David Barnett.

The Canals--Report from the State Engineer.

The report of the State Engineer upon the Canals of the State was sent to the Legislature yesterday (Friday.) The State Engineer estimates the cost of completing the canals, as follows:

Erie Enlargement.....	$535,626 30
Oswego Canal.....	116,575 29
Cayuga and Seneca.....	107,302 35
Champlain Locks.....	75,970 35
Black River Canal.....	60,430 00
Genesee Valley Canal	24,374 00
" " Extension	15,800 00
Engineering, 10 per cent.....	93,697 88
Contingencies	150,000 00
Land Damages.....	500,000 00
	$1,679,686 69

The estimate presented in the State Engineer's Report last year made the cost of completing the Canals, $2,900,540 37. The estimate this year reduces this amount, after deducting the work done since the last report, $49,039 69.

All the work remaining to be done is under contract except to the amount of $301,170 90.

On the Erie Canal, the report says seven feet of water can be secured the entire length, at the opening of navigation next spring, and the whole work can be done by the spring of 1861—if the funds are provided by the legislature. The report says the Canal may be completed between Albany and Lockport, and seven feet depth of water (without the full width of channel) be secured from Lockport to Buffalo for $274,250.

On the subject of lengthening the locks as has been proposed, the report thinks it inexpedient—at least till the enlargement is finished and its capacity tested.

Indianapolis and Cincinnati Railroad.

The passing of the usual January dividend by this road has created some inquiry by foreign stockholders into the causes. From a personal knowledge of the management of the affairs of the company, we can enlighten the public and the stockholders. We can safely say this, that no road in the country is in a more sound and reliable condition than the Indianapolis and Cincinnati.

Within the past fifteen months the company has removed all its bridges, with a single exception—seven in number. Timber abutments have been taken out, and solid stone masonry substituted. The old bridges were of poplar and oak; the new ones are of pine. The old abutments were of wood; the new ones of stone from the flat-rock quarries. No road in the country has been more thoroughly equipped in this important provision for the safety of the traveling public.

During the year, about a mile of track has been constructed to an important stone quarry, at an expense of some $10,000. The amount of stone shipped during the past year exceeded twelve thousand tons. A large amount is already quarried, ready for spring shipment. The freights of the first six months of the year will probably pay one-half the expense of the track. The stone is in active demand, and finds a ready sale. The new jail will be mostly built of materials procured from these quarries.

The company has also erected a car house at Indianapolis for all the cars upon the road, and five new wood-sheds at convenient intervals along the line. Depots have been built at all the stations, together with an excellent eating-house at Morris, the latter a very desirable acquisition, as we have personal reasons to know. The company has built and purchased twenty-four acres to accommodate the stone trade, and materials for some forty more. During the year, they have liquidated some $40,000 of ten per cent. construction bonds, and have renewed and painted all the water stations on the line.

The fiscal year of this road ends on the 1st of January. The earnings of the year 1858 were about $449,000. The receipts of 1859 show a falling off of perhaps $35,000. The principal reason for this deficit is found in the fact that the previous year exhibited almost an entire failure of the corn crop of Indiana, the great staple of the inward freights. Of course, as a natural consequence, there was a falling off in the outward freights, the demand for merchandise and manufactured articles being correspondingly lessened by the ability of the usual purchasers to pay. The local business fell off in a corresponding ratio.

It seems to have been the policy of the management of the road to maintain its position as a leading line to the Northwest. Within the next two or three years there will be a desperate struggle of the several railroads for the supremacy, and the roads which maintain themselves in an independent position can always control its connections. In such a position we regard the Indianapolis and Cincinnati road. The management has given much attention to its local traffic, fostering and encouraging little towns along the line, and developing the resources of the country as far as possible. This may be regarded as a permanent investment, and will eventually yield a handsome return, and will pay more than a dividend just at present.

The future of this road is encouraging. Nothing can retard its permanent prosperity. It is in as good (if not better) condition as any road in the West, and, what is still better, the local management has the confidence of the directors and the stockholders. They confidently believe that if they do not receive a dividend to-day, that the money has been judiciously and carefully expended, and that the return in the future will be adequate to their most sanguine expectations. As a

leading line out of our metropolis, the Indianapolis and Cincinnati occupies an important position, and a year hence will defy all competition. Our own observation during the week past, justifies this strong expression of opinion of its future prosperity. We speak what we believe, and time will justify the unqualified endorsement of the management of this important tributary to the trade of Cincinnati.—*Cincinnati Enquirer.*

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending January 24, 1860.

BONDS.	Per cent.
Little Miami, 1st Mort.	6s—84-85 and int.
Covington and Lexington, 2d Mortgage	7s—65 and int.
Ohio & Miss., E. D., Construction	7s—23-24 flat.
Cinc., Ham. and Dayton, 2d Mortgage	7s—84-85 flat.
Indianap. & Cincinnati, do. do.	7s—78-80
STOCKS.	
Cincinnati, Hamilton & Dayton—Ex Div.	62½-63
Columbus and Xenia	82
Little Miami	83-83½

Railroad Earnings.

The traffic of the Great Western Railway of Canada for the week ending Jan. 13, 1860, was as follows:

Passengers	$13,891 84
Freight and live stock	19,512 96
Mails and sundries	1,477 34
Total	$34,791 15
Corresponding week last year	30,034 71
Increase	$4,756 43

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 14, were $52,334 25
Week ending Jan. 15, 1859 32,880 17

Increase	$19,454 07
Total traffic from July 1st, 1859	$1,475,610 55
Same period last year	1,238,654 50
Increase	$236,956 05

The earnings of the Catawissa, Williamsport and Erie Railroad, in December of the past three years, have been as follows:

For December, 1857	$19,541 56
Less rent of connecting roads	3,926 43
	$15,615 13
For December, 1858	$25,005 66
Less rent of connect'g roads	4,088 57
	$20,217 09
For December, 1859	$26,969 48
Less rent of connect'g roads	4,466 16
	$22,503 32

The earnings of the Illinois Central Railroad have been:

	1858-'59.	1859-'60.
September	$218,860 58	$246,829 05
October	184,776 09	245,391 57
November	156,037 60	250,742 19
December	153,998 73	192,321 74
January, 2 weeks	100,336 31	86,875 55
Total	$774,009 31	$1,022,161 10
Increase for 4½ months		$248,151 79

During the same period from 1st September to the 16th January, the cash collections in the Land Office have been $257,445 45

For September, 1859	$55,418 07
October, "	56,674 25
November, "	54,042 24
December "	61,310 89
2 weeks Jan'y, 1860.	80,0 .0 00
	257,445 45

Raritan and Delaware Bay Railroad.

Ten miles of this road, from Keyport to Redbank, was opened for public use a few days since. The whole road will be about 90 miles.

Brooklyn City Railroad.

The annual report of the Brooklyn City Railroad Company, to September 30, 1859, states that the entire liability of the Company is $1,000,000 capital stock, upon which regular dividends of 4 per cent. semi-annually are paid. The business for ending Sept. 30, 1859, was 20 per cent. larger than in 1858, the road carrying 9,261,393 passengers, against 7,705,839 the previous year. Of the surplus of $88,203 10 on hand August 1, the earnings of 1859 contributed $49,856 37:

COST OF ROAD AND EQUIPMENT, NOV. 30, 1859.

	By last report.	By present report.
For superstructure, including iron	$578,153 06	$581,024 87
Stables, &c. including land	172,198 66	174,972 96
Bridges	3,107 02	3,107 02
Land damages	80 00	80 00
Passenger cars	81,252 75	90,120 23
Engineering	5,331 15	5,321 15
Horses, mules, harness, &c.	136,862 37	138,413 39
Real estate, (houses and lots)	7,167 84	7,167 84
Stages, sleighs, &c.	54,696 62	53,900 88
Total cost of road & equipment	$1,033,839 97	$1,054,107 36

EARNINGS.

From passengers	$463,069 68
From other sources	8,372 55
Total	$471,442 23

PAYMENTS OTHER THAN FOR CONSTRUCTION AND REAL ESTATE.

For operating road	$346,037 39
" new small cars	8,867 50
" dividends, 8 per cent	80,000 00
To payments to surplus fund	40,856 37
Total	$484,761 26
Total surplus Aug. 1, 1859	88,203 10

The business of the road for the past four years has been as follows:

	Passengers carried.	Passenger earnings.
1855-6	6,552,582	$327,629.21
1856-7	7,575,823	378,791.16
1857-8	7,705,839	385,291.96
1858-9	9,261,393	463,069.68
	Operating expenses.	**Miles run.**
1855-6	$252,465.50	1,665,786
1856-7	287,823.97	1,391,215
1857-8	288,771.22	1,994,185
1858-9	346,037.39	2,496,968

The length of the road laid is 20.1 miles double track. The number of first-class passenger cars is 100, and of omnibus passenger cars 17.

The Victoria Bridge.

The great Victoria Bridge at Montreal has been tested by the English engineers sent out for that purpose, and their report, announcing the result and advising the company to accept the bridge, has been published. A train heavily loaded and long enough to cover two of the tubes, of which the bridge is composed, from end to end, was run through the bridge, stopping in the different tubes so as to test each span. The load upon the bridge was about one ton for every foot of length. A steel wire was extended through the bridge, tightly drawn, and from this the deflection of each span was measured. The train standing on the first tube only, depressed that span ⅞ of an inch, and raised the next one ⅜ of an inch; standing upon both at once, both were depressed ¾ of an inch; and so with the other spans except with the long central tube, when the deflection was one inch and three-eighths. In all cases the tubes returned to their proper position, the load being removed.

Contract for Railroad Iron.

The Crescent Iron Works, at Wheeling, Va., have contracted to manufacture 4,500 tons of tubular T rails for the Memphis branch of the Louisville and Nashville Railroad.

RAILROAD IRON.

90 TONS English of the pattern for sale by

GRUND & WESTERVELT,
January, 1860, 118 Pearl st.

Second Hand Freight Engine.

CYLINDERS, 16x20. 141 Flues, 6 Drivers, 4 ft. Boiler, 42 inches. Price, $3,000. For sale by
WILLIAMS & PAGE,
411 44 Water st., Boston.

New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by
WILLIAMS & PAGE,
3m52 44 Water st., Boston.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or eship at ports in the United States.

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

STEEL, FILES, ETC.

R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel,** superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files,** of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.
A stock of the above goods constantly on hand.

CORPORATE MARK **USE**

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.

WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

PHILADELPHIA OFFICE, NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.

THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
BOSTON, June, 1851. **29 Central Wharf.**

RAILROAD IRON.

CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

OFFICE OF THE PACIFIC MUTUAL INSURANCE COMPANY,

TRINITY BUILDING, 111 BROADWAY,

NEW YORK, January 18, 1860.

The following statement of the affairs of the Company is published in conformity with the requirements of Section 12 of its Charter:

Outstanding Premiums, January 1, 1859	$145,805 42
Premiums received from January 1 to December 31, 1859, inclusive	823,653 95
Total Amount of Marine Premiums	$969,459 37

This Company have issued no Policies, except on Cargo and Freight for the voyage.

No Risks have been taken upon Time or upon Hulls of Vessels.

Premiums marked off as Earned, during the period as above		$810,856 56
Less Return Premiums		55,872 16
Net Earned Premiums		$754,984 40
Paid for Losses, including an Estimate of Claims ascertained, but not yet due, less Savings, etc.	$412,163 83	
Re-Insurances, Commissions and Expenses	99,401 68	
		511,565 51
		$243,418 89
Add Profits undivided December 31, 1858		4,777 19
Net Profits		$248,196 08

The Assets of the Company on the 31st December, 1859, were as follows, namely:

Cash in Bank	$123,504 07
New York City Bank Stocks, and State Stocks	216,275 00
Loans on Stock, drawing interest	181,975 64
	$521,754 71
Premium Notes, and Bills Receivable	317,594 84
Subscription Notes in advance of Premiums	139,428 25
Scrips of sundry Mutual Insurance Comp., Re-insurance and other Claims due the Company, estimated at	27,189 09
Total Assets	$1,005,966 89

In view of the above results, the Board of Trustees have this day resolved to pay a Dividend of Interest of SIX per cent. in cash on the outstanding Certificates of Profits, to the holders thereof, or their legal representatives, on and after Tuesday the 7th day of February next.

The Trustees, after reserving nearly SIX HUNDRED THOUSAND DOLLARS of profits, have further resolved, that the whole of the OUTSTANDING CERTIFICATES OF THE COMPANY, OF THE ISSUE OF 1857, be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 7th day of February next, from which date all interest thereon will cease. The Certificates to be produced at the time of payment, and canceled.

Also, Resolved, That a Dividend of THIRTY PER CENT. be declared on the net amount of Earned Premiums for the year ending December 31st, 1859, for which Certificates will be issued on and after Tuesday, the 7th day of February next.

By order of the Board,

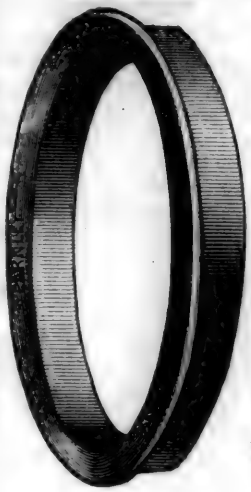
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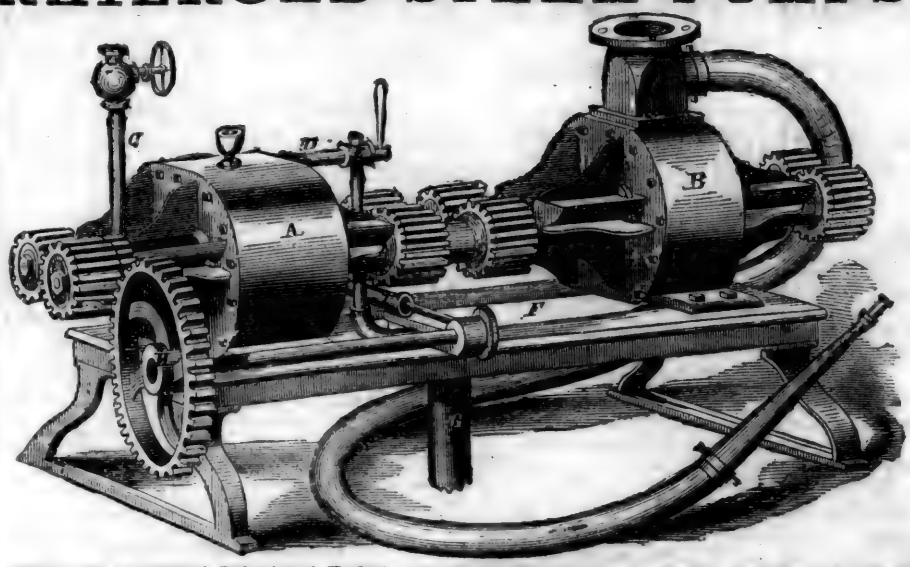


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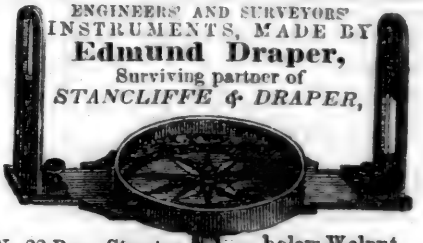
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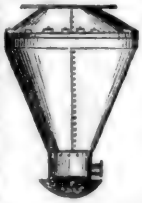
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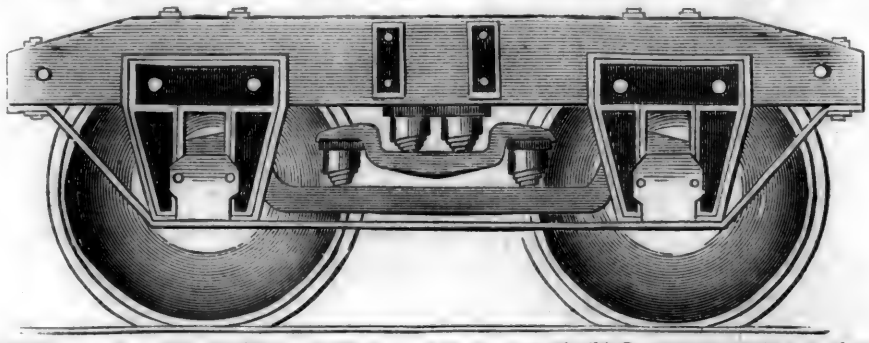
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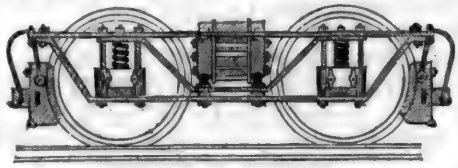
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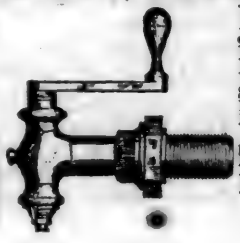
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HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

[Second Quarto Series, Vol. XVI., No. 5.] SATURDAY, FEBRUARY 4, 1860. [Whole No. 1,242, Vol. XXXIII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Coal-Burning on the Reading Railroad..... 89
Journal of Insurance Law..... 91
Completion of the Orange and Alexandria Extension..... 91
Railroads and Finances of Louisiana..... 92
Cleveland and Mahoning Railroad..... 93
Marietta and Cincinnati Railroad..... 93
Completion of the Mississippi Central R. R. ..100
New York Pro Rata Bill..... ..102, 101
Coal Trade of Pittsburg..... ..101
Lehigh Coal and Navigation Company.....102

American Railroad Journal.

Published by J. H. SCHULTZ & CO. No. 9 Spruce st.

New York, Saturday, February 4, 1860.

Coal-Burning on the Reading Railroad.

We copy from the last report of the Reading Railroad Company, the following communication, addressed to the President of this company, by Mr. Millholland, Superintendent of the Locomotive Department of that road, upon the use of coal as fuel for locomotive engines.

Sir:—I have your letter of the 7th inst., and most cheerfully comply with your request mentioned therein.

We have been burning anthracite coal in some of our locomotives for the past twelve years, and for five years in all the engines employed in coal transportation, hauling with them trains of 500 tons, exclusive of the weight of cars, and are now burning anthracite coal in all the locomotives on passenger, freight, and coal trains, employed on the main line of the road, and in all the engines employed on the lateral roads, except the two passenger engines on Lebanon Valley Branch, and one running the Reading Accommodation Train, and one on the Chester Valley Railroad, burning wood.

There are now on the road—

4 first class	anthracite	coal-burn'g	pass.	locom's.
1 sec'd	"	"	"	"
88 first	"	"	"	coal and fr'ht "
3 sec'd	"	"	"	"

These engines are much easier managed than wood-burners, and a much more uniform pressure of steam can be kept on them, as they are all provided with variable exhausts, under the control of the engineer, who can increase or diminish the draft at pleasure. To fire these engines requires much less labor than wood-burners, as it is not necessary to fire oftener than at intervals of forty minutes, and sometimes double that time may elapse without further attention than occasionally to clean out the cinder and ashes between the grate-bars. The best fire-boxes for burning anthracite coal are those with the largest grate area. The first four large engines for burning this fuel, built by Ross Winans, Esq., of Baltimore, and placed on the road in 1847, had fire-boxes six feet three inches long, by two feet ten inches wide, giving a grate area of 17.68 square feet; these engines did not make steam freely, and had to be run with a small exhaust, and in consequence produced a very strong draft, and threw a great deal of coal out of the chimney. The next five engines built by Mr. Winans for this company, were placed upon the road in 1850 and 1851, and were different from the four built by him in 1847; they are what is commonly called the "Camel" engine, having a large dome and house on top of the boiler for the engineer, their fire-boxes being five feet two inches long, by three feet six inches wide, giving a grate area of a little over eighteen square feet; they were also deficient in making steam, but gave much better results than the first four. The engines that have been placed on the road within the past seven years, also built by Mr. Winans, have fire-boxes 7 ft. long and 3½ ft. wide, making a grate area of 24.5 square feet, and perform very satisfactorily. One of the difficulties we have had to contend with in the use of anthracite coal as a fuel for locomotives has been the necessity of using an inferior quality of coal for the purpose of preventing the cast iron grate-bars from melting, as it makes a great deal of cinder and ashes, which, when once formed on the grate-bars, protects them from the immediate action of the fire, and the firemen have to be very careful in cleaning the grate-bars, that they do not get so much of it out as to bring the hot coals in contact with the bars and melt them down, and being compelled to use this inferior coal has made the consumption appear more than it really should be.

The best coal could not be used in our locomotives with any certainty of success, until water grate-bars were substituted for cast iron; in fact, it was looked upon as a bad article for the purpose, because it would melt the cast iron grate-bars; but the water grates have shown that it is far preferable, as it not only takes less of it to perform a trip, but there is less required on the grate at a time, and the fire being thinner, a larger exhaust can be used, and consequently a much milder draft is produced; no fire is thrown from the chimney, and the increased area of the exhaust relieves the back pressure on the pistons, and thereby increases the power of the engine.

In using the best anthracite coal in our passenger engines fitted with water grates, I have seen the fire run so low, when near the ends of the road, that a portion of the grate-bars would be bare. And I have no hesitation in saying, that, with a properly constructed boiler, fitted with water grates, and the use of good anthracite coal, all classes of locomotives, both passenger and freight, can be used with as much reliance as to their performances, both as to speed and power, as engines burning wood or any other fuel; and that a more uniform pressure of steam can be maintained on them, than any wood-burning passenger or freight engines that have been on our road for the past eleven years. It is, however, a matter of experiment with us now, to know what is the best material for a fire-box, and the proper shape to put it in, for service with anthracite coal. In the fire-boxes of Winans' engines, having a grate 7⅛ ft. long and 3½ ft. wide, with *vertical* side-sheets, we have been using copper, three-eighths of an inch thick; this, however, would not last more than about eighteen months, running about 25,878 miles, when the boilers had the entire back end of the fire-box open, with two upper and one lower door to close when in use, and cast iron grate-bars.

In this kind of a fire-box, the side-sheets would be worn down in places to not more than a sixteenth of an inch; and in others, it would retain nearly its original thickness, but from what cause I am unable to say; but probably from mechanical action, as the thin places are generally found about where the coal would strike the side-sheets when thrown in with a shovel. To remedy this wearing away of the side-sheets, I put in a harder material, iron; but it does not last so long as copper placed in a vertical position, as it appears to become very much overheated, and cracks vertically, showing a crystalline fracture, which, I have no doubt, is caused by the absence of water on the opposite side of the sheet from the fire.

The steam generated on the side next to the water (in consequence of the sluggishness of the circulation, if any, in this part of the boiler,) remains there in contact with it, and as it will not take up heat with as much facility as water, allows the iron to become too much overheated, and the first strain that comes upon it in the way of unequal expansion or contraction, causes it to crack; but copper being a more ductile material, is not affected in the same way, but becomes softer by the frequent heating and cooling, and therefore appears to be the best material of the two, for this kind of fire-box.

I closed up one-half the open end fire-box by putting a water back that took up one-quarter of the opening on each side of the fire-box, leaving one-half the area of the end open from top to bottom; the lower half of the opening was closed by a grate door, which serves to admit air to the coal in that part of the furnace that would not be sup-

plied with air if a solid door was used, and also for the purpose of inserting a slice-bar to break up the cinder on the grate. The upper half of the door is used for firing, and consists of two plates of cast iron, the inner one about two inches from the outer, leaving a space between, that was supplied with air through holes bored or cast in the outside plate; which air protects the inner plate to some extent from the heat, and also supplies air to ignite the gases, and not to allow them to pass from the furnace unconsumed.

This arrangement of doors increases the durability of the side-sheets, and engines whose boilers have been thus fitted, have run an average of 29,391 miles before the sheets required replacing.

To introduce the water grates, I was compelled to close the back end of the fire-box, leaving an oval door for firing, the same as in the ordinary wood-burning boilers, but with a number of small holes in the inner plate of the door, and larger in the outer; and in some of the boilers, I have put hollow stay-bolts, with an opening about one-quarter inch in diameter, in the back end of the fire-box. The side-sheets in the first boiler fitted with water grates and closed back end, run 39,254 miles; and as this is the only one that wants the side sheets renewed, I have no doubt as good results will be had from others fitted in the same way. I have now on trial, in a boiler with vertical sides, and same sized fire-box as before mentioned, with closed back, and side and end sheets five-sixteenths of an inch thick, made of Mr. Clay's homogeneous steel, which is doing well; it has run 14,381 miles. Most of the fire-boxes of the boilers of engines we have built in our own shops, and of those we have made to take the place of wood-burning boilers, differ somewhat in shape from those I have mentioned, and have a combustion chamber attached, extending from eighteen to thirty-six inches into the cylindrical part of the boiler; and some of the fire-boxes are much wider than they are long at the bottom, which makes the side-sheets incline towards the fire. Iron has been used in all these with but one exception, which is five feet long and five feet wide, making a grate area of twenty-five square feet. In this I put copper side-sheets, to ascertain if the shape had any influence on the wear. The experiment showed that copper would last longer in this shape with cast iron grate-bars, and the back end partly open, as they lasted to run 38,292 miles, while those with back end partly open run but 29,391 miles.

The iron sheets, however, in other fire-boxes, with inclined sides, show that this plan of constructing is much the best, as the side-sheets show little or no wear, and are not much thinner when taken out than they were originally, and the only cause for removing them arises from imperfect welding of the iron, which gives rise to blistering and cracking around the stay-bolts, so as to cause leaks; but they last much longer than the copper sheets in the vertical sides, and have run an average of 59,866 miles.

I think, from an experiment with an iron sheet in a fire-box with vertical sides, that I have hit upon a plan that will prevent the radiating cracks around the stay-bolts. It is to indent the sheet at the hole where the stay bolt passes through, a little more than will receive the riveting of the end of the stay bolt; this places the iron in such a shape in the sheet as to allow it to spring, when the expansion of the sheet and stay bolt takes place. The experiment clearly shows an advantage from the indentation, as the opposite sheet, in the same fire-box, is cracked and leaks, whilst the stay bolts in this are as perfect as the day they were put it, never having leaked at all, after having been in operation since October, 1858, and ran 22,388 miles.

The most durable fire box for burning anthracite coal we have had on the road is of iron, in a small boiler of one of our light engines, built by the company, about eight years since, and has been but a few months replaced with a new one. It is four feet five inches long, and three feet seven inches wide, making a grate area of 15.82 square feet. The side sheets, being smaller than in the large engines now in use in our coal trade, were made direct from the bloom, and are consequently homogeneous; the flue sheet was also set back from the fire box about eight inches. It ran 168,588 miles, but I have not included it in the average number of miles run by our engines with iron fire boxes.

Recapitulation.

Average number of miles run with iron fire-box sheets	59,866
Average number of miles run with copper fire-box sheets, open end	25,373
Average number of miles run with copper fire-box sheets, half closed	29,391
Average number of miles run with copper side-sheets, closed end, and water-grates	39,254

Cost of Renewing the Copper Fire-Box Sheets.

Labor "per contract,"	$100 00
870 lbs. copper	278 40
635 lbs. boiler iron	31 75
165 lbs. rivets	11 55
273 lbs. stay-bolts	21 84
49 ft. hollow-bolts	10 87
	$454 41

Cr.

By 530 lbs. old copper	$106 00
By 881 lbs. scrap iron	11 75
	117 75
Balance	$336 66

Cost of Renewing Iron Fire-Box Sheets.

Labor	$100 00
1,095 lbs. boiler iron	54 75
165 lbs. rivets	11 55
273 lbs. stay-bolts	21 84
49 ft. hollow-bolts	10 87
	$199 01

Cr.

By 1,190 lbs. scrap iron	15 87
Balance	$183 14

The consumption of fuel by our coal train engines, with a train of 100 loaded cars, with five tons per car, and 110 empty cars up, is on an average in the round trip of 190 miles, nine tons of coal.

The performance of our anthracite coal burning passenger locomotives, I think, will compare favorably with locomotives using wood or bituminous coal on other roads.

Annexed please find a statement of the performance of one of them, and it may be as well to state, that the engineer and firemen of this engine never run a coal burner before, and had not been on this more than a month when the experiment was made, having been taken off a wood burning passenger engine, and I have not the least doubt, but a better result can be shown under similar circumstances, in future.

I would also call your attention to the performance of the Phœnix, the pushing engine at the Falls grade. This engine burns anthracite coal, is an eight wheel connected engine, and weighs 70,700 lbs., and is doing the work that required two eight wheel connected wood burning engines, 52,192 lbs. each.

The number of engines that have been changed from wood to coal burners, and the miles run by each up to the 30th of Nov., 1859, will be found in the following statement.

None of these engines have had new fire boxes, or fire box sheets put in their boiler, since they commenced burning coal.

Very respectfully,

JAMES MILLHOLLAND.

R. D. CULLEN, *Pres't Phila. & Reading R. R.*

In the same connection, we copy the from the Pottsville *Miners' Journal*, a communication addressed to the Editor of that paper by Mr. Nicolls, Superintendent of the road.

SIR:—By your request, I send you a brief account of our experience in using anthracite coal for locomotive fuel, and of its economy compared with wood.

Since the year 1838, when the first engine ran on the Reading road, between Reading and Pottstown, the attention of this company has been steadily directed to the practicability and economy of using the anthracite coal of Schuylkill County, exclusively, for fuel in their locomotives.

For many years past, all the heavy transportation of the road has been performed by engines using this fuel, equal in efficiency, and much superior in economy, to those of their class using wood.

The chief characteristics of our coal engines are: A large, wide and shallow fire box; hollow wrought iron tubes for grate bars, through which the water circulates, communicating with the fire box and boiler, and the variable exhaust. In other respects they differ but slightly from ordinary locomotives.

The dimensions of the "Black Diamond," one of our most approved coal burners used for heavy transportation, are as follows: Weight in running order, with fuel and water, 63,700 lbs.; 8 drivers, each 43 inches diameter; boiler, 40 inches diameter, and 24 feet 6 inches long from end to end, including fire and smoke boxes; cylinders, 18 by 22 inches; 119 tubes, 2 inches diameter, and 14 feet 10 inches long; fire box inside, 65 inches long by 72 inches wide, and 53 inches deep at tube sheet end, sloping to 46 inches deep at fire doors; 16 tubular grate bars 5 feet 5 inches long, and 2 inches outer diameter.

This locomotive will haul as her regular load, 110 loaded coal cars, weighing, exclusive of engine or double tenders, 910 tons of 2,000 pounds, at a speed of 8 miles per hour, consuming in the trip of 95 miles, with such a train, about 10,000 pounds of anthracite coal. In this 95 miles is a fall of 620 feet, with several levels, one of which is over 8 miles long. The whole cost of this coal in the tender, is $10; while to obtain the same results from an engine burning wood, about 6¾ cords would be required, costing us $26.50 when prepared for use.

To the $10 should be added about 1½ cents per mile for additional repairs, caused by the use of coal fuel; but this difference is now gradually lessening, as we apply fresh improvements to these coal burning engines, and is expected in time to disappear altogether.

Equally successful have been our efforts to introduce the use of anthracite coal, by our passenger locomotives.

Five first class passenger engines now use this fuel exclusively, and with such favorable results in their power, speed, economy, and every quality which constitutes an efficient machine, that it is probable no other description will ever be built or purchased for this service. The "Hiawatha," one of the last built by the company, is of these dimensions:

Total weight, fuel and water, 56,448 lbs.; on her 4 drivers, each 67½ inches diameter, 33,264 lbs.; cylinders, 15 by 20 inches; boiler, 40 inches diameter, and 21 feet 4 inches long, out to out; 170 tubes, 11 feet 5 inches long, and 1¾ inches outer diameter; fire box, 84 inches long, 42 wide, and 46 inches high at forward end, sloping to 32 inches at fire doors; 12 fire grate tubes, each 7 feet long, and 2 inches outer diameter; 4 truck wheels, each 30 inches diameter.

The "Hiawatha" will take 6 eight-wheeled passenger cars, weighing with their contents 72 tons of 2,000 lbs., from Pottsville to Philadelphia, 93 miles, at a speed of 30 miles per hour, with a consumption of 2,350 lbs. of coal; and uses about 300 lbs. more coal, with the same train, on her return trip. Fall between Pottsville and Philadelphia, 559 feet. Whole length of trip, including 23 stops, 4 hours 20 minutes.

In performing the same duty a wood burning locomotive would use from 1¾ to 2 cords of wood, the relative value of each description of fuel being the same as stated of the "Black Diamond," and the additional cost of repairs about one cent per mile more than if burning wood. These engines and those of a similar character, whether used for passenger transportation or for that of heavy coal or freight trains, are fully equal to every demand upon them, arising from the contingencies and

casualties of a varied business of extraordinary magnitude, the greater portion of which is done during the night.

With proper management, the same coal fire can be carried without being raked out or re-made, during a trip of eighteen or more hours; and in an emergency it is not uncommon for the same engine to turn, and after some cleaning and raking of her fire, perform double duty, or a round trip of 190 miles, with full trains each way.

These locomotives haul trains of unusual length and weight, both of passenger and freight, at the allotted time table speeds, and can stand with the same fire for hours together in case of accident, ready to resume their trips when required.

Many other advantages are gained by the use of anthracite coal in locomotives.

1. Less "dead" or non-paying weight hauled, in the proportion of 1 to 2¼, with a consequent saving of labor in firing, wear and tear of road, and rolling stock, &c.

2. Less "stowage" room required, in the proportion of 1 to 3; with smaller tender space, and less frequent stops of the train; and less area needed for fuel at stations.

3. Entire freedom from danger of fire to the stock of fuel on hand at stations or elsewhere, by accident or design.

4. An inexhaustible supply of coal always procurable; while the difficulty of securing wood, and its cost, increases annually.

5. Less liability of injury by fire to bridges, buildings, fences, crops, passenger's clothing, &c.

6. No loss of capital required in keeping large stock of wood on hand while "seasoning," or for an emergency.

The "Black Diamond" and "Hiawatha," with many others of their class, were designed and built in the Reading workshops of the Philadelphia and Reading Railroad, by James Millholland, Esq., Master Machinist.

Respectfully yours,
G. A. Nicolls, *Gen. Supt.*

Journal of Insurance Law.

HAZARDOUS ARTICLES: CONSTRUCTION OF POLICY AS TO.

The case of Macowber *vs.* Harvard Fire Insurance Company, decided in the Massachusetts Supreme Court, determines a question which is often likely to occur, and which from this very fact is both interesting and important.

The insurance which was the subject of the controversy, was upon the plaintiff's stock in trade, fixtures, furniture and tools, contained in a certain wooden building described in the application for insurance. This application contained in answer to a request to "state the character and kind of property to be insured" the following statement, "Dry goods, groceries, hardware, crockery, glass and wooden ware, Brittannia and tin ware, stoves of various kinds, and various other ware and merchandise. It was declared by the policy to be the true intent and meaning of the parties thereto, that in case the premises should at any time during the continuance of the insurance be used for the purpose of keeping or storing therein any of the articles, goods or merchandise, denominated hazardous, or extra hazardous, or included in the memorandum of special rates, unless otherwise specially provided for in the policy, or thereafter agreed by the policy, then and from thenceforth, so long as the same should be so appropriated, the policy should cease, and be of no force or effect. And it was further declared that the policy was made and accepted in reference to the condition thereto annexed, which were to be used, and resorted to in order to explain the rights and obligations of the parties thereto, in all cases not therin provided for.

Annexed to the policy were four classes of hazards, denominated, respectively, "not hazardous," "hazardous," "extra hazardous" and "memorandum of special hazards upon which special rates of premium will be charge."

Goods not hazardous were to be insured at the rate of the building in which they were contained and were such as are usually kept in dry goods stores, including coffee, flour, linen, indigo, potash, rice, spices, sugars, teas, threshed grain and other articles not combustible." The following trades and occupations, goods, wares and merchandise were denominated hazardous, and were to be charged ten cents per $100 in addition to the rate of the building in which they were contained, namely, basket-sellers, cotton in bales, coppersmiths, china or glass ware, or plate glass in packages, boxes or casks, groceries with any hazardous articles, hardware, wooden ware *and rags.*

Among the conditions of insurance also annexed to the policy, were the following: "In relation to the insurance of goods and merchandise, the application must state whether or not they are of the description denominated hazardous, extra hazardous, or included in the memorandum of special rates." "If after insurance is effected upon any building or goods in this office, either by the original policy, or by the renewal thereof, the risk shall be increased by any means whatsoever within the control of the assured, or if such buildings or premises shall, with the assent of the assured, be occupy in any way so as to render the risk more hazardous than at the time of insuring, such insurance shall be void and of no effect."

At the trial, the facts necessary to make out a *prima facie* case for the plaintiff were proved or admitted. One ground of defence relied on was that a part of the plaintiff's stock consisted of rags, which was admitted to be the fact. But it was proved "that it is usual for country stores, having a general stock of goods like the plaintiff's, to keep and dispose of rags in the same manner that the plaintiff did." The judge reserved for the consideration of the full court the question whether, upon these facts, the defence could be maintained. The question was accordingly argued before the full bench of the court, and the following is the opinion upon the decision of the case.

Bigelow, J,—The provisions in the policy declared on, and the conditions of insuranc to which the agreements of the parties therein refer, are the same as those which passed under the consideration of the court in Lee *vs.* Howard Fire Ins. Company. The principles there laid down are decisive of this case. It appears by the evidence that, among the articles stored in the building in which the property insured was kept, a quantity of rags was included. These, being enumerated as a "hazardous" article in the conditions of insurance, could not be kept on the premises, without a direct violation of the express terms of the policy, except by the consent in writing of the defendants; and if so kept, without such consent, the policy was thereby rendered void. Rags though especially enumerated as a hazardous article in the conditions of insurance, are not mentioned in the application for insurance, although other hazardous articles are there specified. It is not sufficient that the term groceries was used in the application; nor that it is usual to keep rags in a country store. If the description in the application had contained the words "groceries with any hazardous articles," it might have been sufficient; because it would then have given the Insurers notice that articles deemed hazardous were to be kept, in addition to those ordinarily comprehended within the meaning of the word groceries. Upon the application as it stands, the defendants had a right to suppose that nothing besides groceries, and the articles especially named in the application, was to be kept or stored in the premises. The plaintiff had no right, under his policy, to accumulate articles of the same class of hazards on his premises, not named in the application, without the consent of the defendants. Lee *vs.* Howards Fire Insurance Company.

The effect of the evidence to prove a usage to keep rags in a country store was to control the written agreement of the parties, by which it appeared that rags were not included in any genuine term or description, but were to be specially named, if intended to be included in the policy. The evidence was, therefore, incompetent. A judgment was accordingly entered for the defendants.

Completion of the Orange and Alexandria Extension.

We give the following from the Baltimore *American* to show how the completion of the Orange and Alexandria Railroad is viewed in that city:

The extension of the Orange and Alexandria Railroad from Charlottesville to Lynchburg may be said to be finished. No formal announcement of the completion of this important link in the Great Southwestern system of railways extending from Portland to New Orleans has been made to the public, nor are the cars now running further than Charlottesville, but the work yet to be done at Lynchburg is so trifling, and the opening of the road to through travel is so near at hand, that it may not be amiss to anticipate an event of the first magnitude to the commercial interests of Baltimore, and to give timely utterance to the considerations of a practical nature which such an event necessarily suggests. We are of opinion that the merchants and manufacturers of Baltimore are far from being alive to the immense value of this road as an avenue of business, and more particularly as the most direct and only complete channel for the vast bulk of import trade to a wide and fertile country which was once tributary to our city and may again become so, *by prompt, energetic and sagacious management.* Thirty years ago, wagons from Knoxville, Tennessee, were familiar sights in the streets of Baltimore. These wagons, coming up through the valley of Virginia, brought to our warehouses the varied products of half a dozen different States. Western Virginia, East and Middle Tennessee, Southern Kentucky, North Alabama, Northwestern Carolina, and parts of Georgia and Mississippi, poured the rich stores of their fields and forests into the lap of Baltimore. On the return trip, the wagons of Tennessee were laden with a thousand kinds of imported and manufactured goods, the value of which was largely in excess of the home products they had originally brought in payment of the articles of taste, of comfort, and of luxury demanded by the wide tract of country which we have mentioned and which was rapidly growing in wealth, in population, in refinement, and in all the needs of the highest degree of civilization.

This exceedingly valuable trade, by which our city was enriched in former years, has been lost to us, we are glad to say, through no fault of our merchants, but by reason of the laws which govern the movement of the commercial and mercantile tides. Trade seeks the nearest water, as unerringly as water seeks its level. The completion of the Memphis and Charleston, together with the great inland Georgia road from Savannah to At-

lanta and Chattanooga, opened to the products of the Southwest a new channel to the sea, with which it was vain for the people of Baltimore to compete so long as interior Virginia remained a *terra incognita*, so far as railroads were concerned. The trade, which had once been our's, and which all the inducements of long acquaintance and warm friendship between our merchants and those of Tennessee, Virginia, Alabama, &c., could not retain to us, was, as it were, compelled to the ports of Savannah and Charleston; and where the produce went, thither, of course, the factors followed and purchased their goods. It was under these circumstances that it became imperative upon Baltimore to throw out the mighty arm of the Baltimore and Ohio road which embraces and brings to our wharves the commodities of countries as extensive and even more populous and productive than those from which we had been cut off, by the enterprise of the Georgians and South Carolinians.

But the barrier interposed between Baltimore and the Southwest has been annihilated without cost or inconvenience to her, and the road is once more open to the rich traffic we once enjoyed. The East Tennessee, the Virginia and Tennessee, and the Lynchburg and Alexandria Railroads, with their connections, afford to Baltimore a cheap, speedy, and secure transit to the regions whose trade belonged to us in the days when steam had not superseded horse-power, and when wagons ran in place of cars. *By proper effort on the part of her citizens, the valuable Southwest trade of former years, now quadrupled in quantity, may be regained. Will that effort be made?*

The completion of the Charlottesville extension reduces the distance from Washington to New Orleans to 1,195 miles. In two years from this date the finishing of the N. E. & S. W. Alabama road, with the transverse road from Meridian to Jackson, (if we mistake not) will occasion a further reduction of 150 miles—making the distance from Washington to New Orleans only 1,045 miles. The shortness of this route, it being almost an air line—its speed, safety, and convenience, and the immense travel it must obtain, point it out unmistakeably as the channel through which Baltimore can, if she choose, once more pour the stream of her imports upon the Southwest. Three millions of people, already rich and destined to become richer every year, may be supplied with the untold luxuries and necessities of modern civilized life through this channel. A little foresight and a little energy will restore to Baltimore the tributary provinces which she once owned, and which of right belong to her. Duty, interest, ambition, every incentive that should excite a commercial people, urge us to exhibit this foresight and practice this energy.

Space does not permit us to dwell upon this topic, vast as is its importance, nor do we deem it becoming to impose our opinions as to the duty of Baltimore upon a public whose comprehensive sagacity and business tact have never been called in question. Our task is ended in calling attention to a few facts which in the pressure of other affairs our merchants have overlooked. On one point, however, there cannot be two opinions. The duty of Baltimore, as connected with the opening of a new avenue to an old region of trade, is to facilitate the access of the traders and their products by every means in her power. Hence there can be no conflict of sentiments with regard to the propriety of instantly and earnestly urging upon our Representatives in Congress the imperative obligation of *securing at once a connection between the Alexandria road and the Washington branch of the Baltimore and Ohio road.* French's road already extends from Alexandria to a point opposite the city of Washington, but the connection is broken at Alexandria and a railroad bridge is yet to be built across the Potomac. *These two interruptions should be done away with immediately.* French's road should become part and parcel of the Alexandria road, the cars of which should run without a single break from Lynchburg into the depot near the capitol. This accomplished, Baltimore again becomes the commercial *entrepot* of the Great Southwest, in spite of the opposition of the tide-water cities of Virginia, and the end will prove that the Alexandria and Lynchburg road will be no whit inferior, in point of importance to the material interests of Baltimore, to the Baltimore and Ohio road of which she is justly so proud.

Railroads and Finances of Louisiana.

We copy the following from the late message of the Governor in reference to the finances and railroads of this State:

The condition of the State Treasury, according to the report of the Auditor, shows a balance on the 1st of January, 1860, of $133,696 09, to the credit of the General Fund.

The receipts into the State Treasury for the ensuing year for account of the General Fund, are estimated at $1,205,000. Making a sum total of $1,338,696 09.

The estimated expenditures for the same period, including the unexpended balances, amount to $1,174,513 82. Showing a balance to the credit of that fund on the 31st of March, 1861, of $164,142 77; exhibiting a far more prosperous condition of the finances of the State than has been presented for eight years.

It will therefore be seen that, without increasing the rate of taxation, the annually increasing revenues of the State will enable her to meet promptly all the wants of government.

Bonds issued to Railroad Companies during the year 1859.

To the New Orleans, Opelousas and Great Western Railroad Company, 10 bonds of $1,000	$10,000 00
Issued previously 621 bonds of $1,000	621,000 00
Total amount issued	$631,000 00
To the New Orleans, Jackson and Great Northern Railroad Company (none issued)	
Issued previously, 884 bonds of $1,000	$884,000 00
Total amount issued	$884,000 00
To the Vicksburg, Shreveport and Texas Railroad Company, 29 bonds of $1,000	$29,000 00
Issued previously, 174 bonds of $1,000	174,000 00
Total amount issued	$203,000 00
To the Baton Rouge, Opelousas and Grosse Tete Railroad, 5 bonds of $1,000	$5,000 00
Previously issued	56,000 00
Total amount issued	$61,000 00

RECAPITULATION.

Bonds issued during 1859, 44 bonds of $1,000	$44,000 00
Previously issued, 1,735 bonds of $1,000	1,735,000 00
Total	$1,779,000 00

Estimate filed in Auditor's Office of Bonds required for the year 1860.

By the Vicksburg, Shreveport and Texas Railroad Company	$113,311 00
By the New Orleans, Jackson and Great Northern Railroad Company	111,000 00
By the Baton Rouge, Grosse Tete and Opelousas Railroad Company	19,000 00
By the New Orleans, Opelousas and Great Western Railroad Company	50,000 00
Total estimate, 203 bonds	$293,311 00

You will perceive that the total amount of bonds issued by the State to railroad companies amount to $1,799,000. No provision has yet been made for the ultimate payment of these bonds at maturity or for the payment of $433,000 bonds issued to the New Orleans and Nashville Railroad Company, due 1st April, 1867; and $100,000 bonds issued to the Mexican Gulf Railroad, due in 1870. I now renew the recommendation in my last annual message, that the Legislature take the necessary steps to provide for these debts of the State, by the creation of a *Reserved Fund*, to be appropriated to that purpose, and would suggest that this fund might be provided without the necessity of a resort to any increase of taxation. The Internal Improvement Tax Fund, which was created for the purpose of meeting the interest on the bonds issued to the railroad companies, and fixed at one-fourth of one mill on the dollar, or twenty-five cents on $1,000 it is found meets the interest on the bonds, and leaves a surplus annually in the treasury. That surplus now amounts to near $100,000, and it is estimated will be increased by the 1st of January, 1861, about $50,000. By creating a fund for the "Redemption of Bonds issued to Railroad Companies," and investing the present surplus of the Internal Improvement Tax Fund in the Bonds of the State, annually appropriating the surplus that may appear to the Internal Improvement Tax Fund, and the semi-annually investing in like manner the interest accruing on the bonds held by the "Redemption Fund" and permanently fixing the Internal Improvement Tax at its present low rate, it is believed will very nearly, if not entirely, liquidate the debt of the State for account of railroad companies.

RAILROADS.

But little progress has been made in the extension of our principal railroads since my last annual message. The New Orleans, Jackson and Great Northern Railroad remains completed as far as Canton, Mississippi, and the roadway formation for the first twenty-six miles north of Canton will soon be ready for receiving the superstructure and iron.

This corporation has always held a leading position among our railroad enterprises. Its form of organization, its financial schemes, and its general policy, have been more or less adopted by other companies, and for the most part with advantage. It has probably been managed with less prudence and economy than some other railroad works, but at the same time the road has been pressed forward with zeal, energy and fertility of resources under pressing difficulties, seldom equaled in any section of our country.

This railroad is completed two hundred and six miles, intersecting the Mississippi Central Railroad at Canton, thus securing to New Orleans an unbroken railroad communication with the whole railroad system of the United States, and at once realizing the anticipations of the original projectors.

Although so much has been accomplished, yet only one-half the labor undertaken by the company has been performed; their plan was to build a continuous railroad to the Tennessee River, 410 miles from the city of New Orleans. On reaching Canton, however, the company find they have exhausted their available subscriptions, and have contracted on long time a bonded debt of $3,000,000. Under these circumstances the company are admonished that their franchises in Mississippi terminate by law in March, 1862, and that it will be necessary to procure an extension of time ir order to recruit its resources and establish a financial credit equal to the magnitude of the work yet to be performed. In view of these facts, propositions of the most unfriendly nature have been introduced into the Legislature of the State of Mississippi at its present sitting, whereby it is proposed that the necessary relief should not be granted except under conditions of the most humiliating nature and utterly subversive of the credit and future existence of the corporation. What is most remarkable is that this movement is not supported by the rival railroad interests of Mississippi, but by those who should be the fast friends our enterprise, those who represent the counties traversed by the proposed railroad north of Canton; those who, of all others are most interested in and anxious for the extension of the railroad, impatient, as it would appear, at unavoidable delay, suspicious of the honest purposes of the company to complete their work and perform faithfully other obligations to the State of Mississippi this unnatural course has, it may be inferred, been adopted with the view of intimidating the corporation, driving it from its manifest policy, and

thereby making it more certain of local interests.

I will be able to lay before you at an early day the documentary evidence which has suggested the foregoing remarks. No legislature is responsible for matter which may laid before it, however unreasonable and unjust, but only for its action on such matter. I feel the highest confidence that the Legislature of Mississippi will not knowingly do an unjust, or unfriendly act towards this corporation; but in view of the magnitude of the interest involved in maintaining, unimpaired, the credit and efficiency of the company, and placing its corporate perpetuity and the validity of its contracts beyond all future doubt or cavil, I would earnestly recommend that the State of Mississippi be officially requested to grant to said company sufficient additional time to complete their railroad, and that no forfeiture of franchise shall attach to any portion of the said railroad, which has been or may be hereafter faithfully completed.

The New Orleans, Opelousas and Great Western Railroad is completed to Berwick's Bay, where it unites with a tri-weekly line of steamers which run from the Bay to Galveston. The Board of Directors have placed a considerable amount of additional work under contract west of Berwick's Bay, and have a well matured financial scheme for the completion of their great enterprise, which terminates at Thompson's Bluffs, on the Sabine river. After crossing the river, the New Orleans, Opelousas and Great Western Railroad unites with the Texas Great Western, and the Sabine and Rio Grande Railroads; the former running northwesterly and connecting with the Southern Pacific Railroad, at its crossing on the Brazos river; and the latter south-westerly, nearly parallel with the shore of the Gulf of Mexico, to San Antonio. The prudent management of the affairs of this company, and the liberality of the State of Texas, in the granting of franchise, subscriptions, and substantial endowments to her railroads leading to our western border, secures a bright prospect for the New Orleans, Opelousas and Great Western Railroad Company, inestimable blessings to a large portion of the people of Louisiana and Texas, and oriental wealth to the commerce of New Orleans.

The Vicksburg, Shreveport and Texas Railroad is progressing. The first twenty miles from Vicksburg are in daily use, and it is anticipated that the first grand division of the road will be finished and ready for transporting the next cotton crop of that district. The construction of the entire line of the railroad to its union with the Southern Pacific Railroad, on the Texas border, has been contracted for by responsible parties, and the work will be prosecuted as rapidly as the financial abilities of the company will permit. It is true much less work has been done on this line of railroad than on the two railroads before reviewed; but it must be remembered that the Vicksburg and Shreveport Railroad passes through a comparatively new and thinly settled country, and that it has not, like the Great Northern and Great Western Railroads, received powerful aid in the form of private and city corporate subscription. As the road progresses, the valuable donations of public lands made by Congress (though impaired by act of Congress of the 3rd of March, 1858,) will become valuable assets for future extension; besides the country is increasing daily in population and wealth, which additional resources, taken in connection with the immense western travel which will follow the completion of the Southern Railroad from Vicksburg towards Montgomery, and the extension of the Southern Pacific westward, must at no distant day insure the completion of this great highway, than which none in the State has been conceived in a higher spirit of self-reliant enterprise, or prosecuted with more prudence, ability and industry.

The Baton Rouge and Grosse Tete Railroad, when regarded in connection with the proposed New Orleans and Baton Rouge Railroad, and its present contemplated extension towards Alexandria and Opelousas, rises to a high position in our railroad system. The road has been well managed from the beginning, and all its available resources will be faithfully applied to the extension of the road beyond the Bayou Grosse Tete. The Directors of this enterprise have adopted the true policy, which should govern all our railroad companies; they have increased their negro forces so as to be independent of other labor, and are now most actively engaged in the proposed extension.

It is a source of gratification to inform you that within my knowledge, the State has not in a single instance granted its aid to an unworthy enterprise, or to one which is not at present entirely solvent, and which will not realize all the benefits anticipated by the most sanguine projectors. In due time I will place before you the various reports of all the railroads in which the State is a stockholder.

Selma and Gulf Railroad.

The Selma (Ala.) *Sentinel* of the 5th learns from the Secretary and Treasurer of the Company that the amount required before commencing the work of construction, is about made up. It is expected that forty miles or more of the line will be under contract for a month or so from this time, and the balance as fast as can be prepared by the engineers. It is the purpose of the Directors to increase the stock some two hundred thousand dollars or more, so as to have little credit about the building of the road.

Cleveland and Mahoning Railroad.

The earnings and expenses of this road for 1859, were as follows:—

Receipts from passengers		$46,883
Do.	freight	117,242
Do.	coal	114,136
Do.	mail, etc.	6,889
		$285,141
Operating expenses—		
Repairs of road-bed, etc.		$27,075
Do.	engines	7,655
Do.	passenger and baggage cars	1,560
Do.	freight and coal cars	7,869
Expenses of passenger trains		3,453
Do.	freight and coal trains	8,299
Paid conductors		2,049
Do.	baggage and brakemen	4,063
Station expenses		12,935
Salaries and office expenses		9,738
General expenses		5,862
Rents		2,517
Fuel		9,931
Balance, net earnings		182,283
		$285,141
Gross earnings, per mile run		$1.55
Operating expenses, per mile run		.55.9
Cost of fuel, per mile run		.05.4
Operating expenses, per cent. of earnings		.36.7

The comparative statement of the business of 1858 and 1859 shows as follows:

	1858.	1859.
Total earnings	$234,282 01	$285,140 56
Operating expenses	89,257 23	102,857 60
Net earnings	$145,024 78	$182,282 96

—showing a net increase of $37,258 15.

The earnings of the past year, amounting to		$182,282 96
have been disposed of as follows:		
Paid taxes	$4,213 95	
Paid coupons on 1st, 2d and 3d mortgage bonds	77,749 00	
P'd for construction, (which includes new sidings, extension of old siding, cattle guards, covering new bridges, etc,)	13,297 01	
		95,259 96
Leaving a balance of		$87,023 00

which has been applied to the payment of interest on and the reduction of floating debt.

The mortgage debt, when all the bonds are issued will be thus:

First mortgage	$850,000 00
Second mortgage	500,000 00
Third mortgage	650,000 00
	$2,000,000 00
The annual interest on this sum is	140,000 00
Net earnings the past year	182,282 96

—Leaving from the past year's net earnings $42,282 96, to be applied to a sinking fund for the redemption of the principal.

LaCrosse and Milwaukee Railroad.

On the subject of this road we copy the following from the late Message of the Governor of Wisconsin:

Since the last session of the Legislature, nothing has been done by the LaCrosse and Milwaukee Railroad Company, or by any other company representing it, towards a compliance with the act of conferring the land upon that company. By the terms of the law turning over the grant to that company, the Legislature is authorized to declare the grant forfeited, so far as rights have not become vested. The final disposition of the vexed question connected with this grant is a serious subject for your consideration. I shall continue the same course that I have heretofore pursued in regard to it, unless some steps are taken by the Legislature to change the character of my duties.

I have no recommendation to make in the premises, except to suggest, that in case the grant, or any portion of it, is put into the hands of a new company, it should be done on such terms and conditions, if practicable, as will best aid and relieve the farmers and innocent stockholders of the LaCrosse and Milwaukee Railroad Company, whose interests have become so much involved in the misfortunes of that company.

Marietta and Cincinnati Railroad.

It will be remembered that this road with all its equipment, real estate and property of every description, is to be sold on the 25th of next month. It has transpired that during the recent visit of Noah L. Wilson, Esq., to Europe, a complete understanding was had with regard to the future of this really great line in the event of an order of sale by the courts of Ohio. Immediately upon the return of Mr. Wilson, all opposition to a sale on the part of the company was withdrawn, and the court of Chillicothe ordered a peremptory sale. A company is now nearly formed embracing the pecuniary ability to bid the minimum amount prescribed in the decree, and the class of men whose names will give character to the enterprise. It is understood that, upon compliance with certain terms, the reasonableness of which is conceded on this side, and the procurement of an act of the Legislature, to which there can be no objection from any quarter, the bondholders will be prepared to advance a sum of money sufficient to complete the permanent way of the Marietta and Cincinnati road between Loveland Junction and Belpre, opposite Parkersburg. The bridges will be rebuilt, the shorter tressels perpetuated, and the tunnels finished, for the scheme embraces the perfection of the line from Athens to Belpre via Scott's Landing. We regret that the Hocking Valley line to Belpre direct has not been adopted, but, at the same time, remark that it is due to the men who have so persistently struggled at home and abroad for the completion of the great railroad of Southern Ohio, that their tenacity for the original conception of the road as a line to Philadelphia as well as to Baltimore, should be respected everywhere. Adopting this original idea of the Marietta and Cincinnati road as having, at the city of Marietta, an alternative connection with the Baltimore and Ohio via Parkersburg, and the Pennsylvania Central via Wheeling, the policy of perpetuating the present Athens and Marietta line must be approved.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	----	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	69,430	22,359	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.8	.....	55,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,064,915	713,226	212,496	2,264,488	99.2	.....	155,628	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	.....	76,773	21,006	—	----
1 Jan. '59	319.2	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,359	114,894	3,441,559	4,051,547	728,546	8,360,702	202.0	.....	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	20	14	272		Montgomery and West Point.	1,819,403	279,435	100,000	1,419,672	922,821	18,956	2,462,492	116.9	.....	446,153	211,880	6	----
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	—	—	—	—	—	—
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Sep. '59	22.5	—	----	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	----
								CONNECTICUT.													
31 Jan. '59	23.9	—	----	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	----
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	----	—	—	—	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,332,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	----	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,887	159.0	.....	271,273	66,330	—	----
31 Dec. '58	57.0	—	----	—	7	16	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	80,713	1,706,802	57.0	.....	199,536	314,068	—	----
30 Nov. '58	62.3	—	----	—	—	—	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	----
31 Dec. '58	46.4	8.8	----	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	----
30 Nov. '58	66.0	—	----	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,576,147	66.0	91,134	104,464	30,512	—	----
31 Mar. '59	62.2	—	63.8	—	29	72	808	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8	----
31 Mar. '58	59.0	7.0	----	—	—	—	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	----
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	----
								FLORIDA.													
-- -- 59	154.2	—	----	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '58	—	—	----	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	164,000	70,620	543,237	.....	.....	.....	.....	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	----
-- -- 59	28.5	3.9	----	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- 59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '57	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,614	10	----
31 Mar. '59	171.0	61.0	----	—	—	—	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	96,000	7,101	1,967,776	102.5	213,190	375,250	209,785	11	100
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
-- -- --	220.0	—	----	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	....	----
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	----
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
-- -- --	138.0	—	----	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	----
30 Jun. '58	181.8	—	----	58	57	960		Chicago and Rock Island	6,776,119	*	175,166	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	62½
10 Nov. '58	33.2	—	----	—	—	—	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	59½
-- -- '57	175.0	—	----	—	...	...	.....	Great Western	5,022,926	—	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	57½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	148.0	—	----	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	----
-- -- --	46.6	—	----	—	—	—	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	----	129.0	—	—	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- '58	186.0	—	----	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,589,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	----
31 Dec. '58	100.0	—	----	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
-- -- --	29.0	—	----	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	19	21	278		Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	23	19	313		Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	40
31 Dec. '58	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	18,719	2,109,336	84.0	.....	232,905	92,859	—	----
31 Aug. '57	78.0	—	----	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	----
-- -- '58	86.0	49.0	----	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	289.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	538,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	[543,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	----
-- -- '59	55.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '57	22.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	----
-- -- '58	13.0	—	----	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '59	29.0	—	----	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	----	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,023,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	99.0	37.5	----	85.0	10	9	135	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	----
-- -- '59	18.8	—	----	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
-- -- --	27.0	—	----	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '58	80.0	—	----	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	----
1 Aug. '58	21.0	—	----	108.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*	—	145,787	511,500	.....	.....	32.0	22.001	30,957	17,26[illegible]	—	—
31 May, '59	56.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.186	281,92[illegible]	89,76[illegible]	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	6,976,472	149.0	429.791	645.741	150.22[illegible]	6	—
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33.06[illegible]	16,52[illegible]	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.6	169,240	145,974	70,74[illegible]	—	—
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	308,413	—	—	180,000	143,678	.....	.....	...	...	...	...	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,32[illegible]	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,29[illegible]	104,02[illegible]	6	98½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,40[illegible]	28,40[illegible]	—	—
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	69½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,80[illegible]	39.0	187,427	442,219	268,54[illegible]	6	100
31 Dec. '58	138.0	4.0	.....	—	42	33	1,455	Northern Central	6,843,457	733,934	220,965	2,280,000	5,395,800	655,507	8,681,567	154.5	606,482	810,604	364,64[illegible]	—	16[illegible]
								MASSACHUSETTS.													
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*	—	600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	26.8	1.8	43.6	—	20	26	544	Boston and Lowell	2,239,253	183,345	—	1,830,700	440,000	21,965	2,619,210	28.6	274,655	497,399	166,10[illegible]	6	99
31 May, '59	74.3	7.4	50.8	—	30	39	540	Boston and Maine	3,847,004	368,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,85[illegible]	7½	106½
31 Dec. '57	74.5	—	2.1	—	...	...	.....	Boston and New York Central	3,622,203	69,941	—	2,241,000	374,550	1,299,039	3,923,319	74.5	.....	88,483	7,05[illegible]	—	—
30 Nov. '59	43.5	12.0	22.8	—	22	27	210	Boston and Providence	2,985,745	207,400	40,000	3,160,000	174,220	.....	3,663,138	55.5	292,649	654,678	337,64[illegible]	8	104½
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	437,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,270	6	105
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	144,600	114,417	1,959,549	47.2	76,282	106,846	49,48[illegible]	—	—
30 Nov. '59	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558	—	1,591,100	252,500	11,729	.....	75.4	158,815	271,592	108,23[illegible]	4	72
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,134,475	456,523	262,102	2,853,400	2,105,500	172,218	5,128,719	100.5	373,641	663,135	319,52[illegible]	—	68
30 Nov. '58	19.9	1.3	2.8	—	—	—	—	Essex	742,592	4,416	—	299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,29[illegible]	—	40[illegible]
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	250,149	—	3,540,000	.....	131,453	3,863,710	67.7	303,392	572,967	278,85[illegible]	6	97
30 Nov. '59	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	244,474	*	—	198,000	62,900	50[illegible]	262,000	26.0	35,567	48,768	16,62[illegible]	6	—
30 Nov. '58	9.0	—	9.0	—	...	...	.....	Grand Junction (Boston)	.....	.....	—	.....	.....	.....	.....	9.0	.....	.....	.....	—	—
30 Nov. '58	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	598,299	.....	—	292,651	200,000	105,649	.....	ope	r. by N.	H. & N'h	23,29[illegible]	—	—
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	.....	12.4	22,455	42,784	18,54[illegible]	3	—
30 Nov. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684	—	600,000	.....	.....	.....	14.6	123,395	180,085	71,50[illegible]	8	106
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906	—	500,000	.....	12,000	.....	21.5	52,220	137,914	28,96[illegible]	—	—
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,086	59,096	—	220,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	—
30 Nov. '58	8.6	—	0.4	23.4	...	...	.....	N. York and Boston Air Line	416,133	.....	—	223,176	673,210	4,643	.....	8.6	18,093	16,606	1,647	—	—
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	161,500	30,935	3,749,970	87.3	365,197	551,309	257,08[illegible]	6	106½
30 Nov. '59	18.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	We	stern.	48,355	25,127	6	—
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,534,911	254,565	—	1,550,000	300,000	46,500	1,897,389	43.4	199.895	270,402	110,344	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543	—	243,305	226,900	.....	.....	16.9	29.822	50,856	.....	—	—
30 Nov. '58	21.9	—	.....	—	...	...	.....	Stockbridge and Pittsfield	444,600	4,100	—	448,700	.....	.....	450,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '58	7.1	—	.....	35.5	...	...	.....	Troy and Greenfield	329,741	.....	—	288,428	169,000	9,854	.....	...	...	...	...	—	—
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343	—	2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	11½
30 Nov. '59	173.4	—	104.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,713	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,767,068	830,148	8	109
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961	—	1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5½	68
								MICHIGAN.													
1 Jun. '59	17.8	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	...	...	...	...	—	—
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,035	144,270	—	—
-- -- --	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—
-- -- --	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	37½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	6
-- -- --	—	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	...	...	...	...	—	—
-- -- '59	—	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	...	...	...	...	—	—
-- -- '59	—	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	...	...	...	...	—	—
-- -- '59	—	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	...	...	...	...	—	—
-- -- '59	—	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,409	146.5	.....	239,585	117,871	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,43[illegible]	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,65[illegible]	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,299	226,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,398,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
-- -- --	—	—	—	—	...	...	.....	*Platte County*	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	876,310	301,508	—	—
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	...	...	...	...	—	—
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,60[illegible]	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	106,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,506	34.5	334,532	459,659	128,366	8	58
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	coord.	15,000	—	—
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '58	16.8	—	.....	—	...	...	.....	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	55
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	*	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	coord.	88,577	8	85
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	358,101	167,186	4	46½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '58	64.2	—	—	—	...	...	.....	Belvidere Delaware	3,173,285	*	—	1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	—
30 Nov. '58	63.9	82.3	.....	8.0	...	...	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	98.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,787,970	*	—	656,635	1,006,800	439,065	1,787,470	60.2	.....	133,222	57,965	—	—
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	—
-- -- '59	—	—	—	2.6	...	...	.....	Long Dock	1,000,000	.....	—	.....	1,000,000	.....	.....	...	...	...	...	—	—
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,592	53.0	.....	239,179	110,040	3	—
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,296	—	3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,067	10	125
31 May, '59	21.8	—	.....	—	2	6	17	Northern New Jersey	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—
30 Nov. '58	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	.....	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	.....	—	248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	...	...	.....	Warren	1,568,713	*	—	968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	9¾	—
30 Nov. '58	13.0	—	.....	47.0	...	...	.....	West Jersey	.....	.....	—	.....	.....	.....	.....	...	...	...	...	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	.....	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	63	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	98,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	.....	.....	ope	r. by W	estern.	.....	6	—
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,089	81,406	—	804,648	662,500	52,570	.....	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	16,530	23,554	9,204	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	.....	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	.....	87.8	356,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	.....	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	.....	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	.....	.....	—	.....	.....	.....	.....	ope	r. by Re	ceivers.	.....	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	.....	ope	r.b.B.N.	Y. & E.	.....	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	143,000	27,000	—	175,000	.....	.....	.....	17.3	49,519	58,207	10,840	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	41½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
31 Mar. '59	84.0	2.5	.....	8.5	19	34	185	Long Island	2,211,659	354,611	1,000	1,852,715	639,497	144,566	.....	101.5	213,414	334,038	111,581	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	74½
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	496.0	3,000,369	4,432,149	1,404,837	—	8½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	9½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	.....	1,494,000	.....	.....	121.8	311,404	410,806	127,013	—	.....
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	660,919	100,462	—	396,340	197,000	16,415	.....	35.9	68,845	115,990	61,347	8	.....
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	.....	75.4	98,686	94,385	44,715	—	.....
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	.....	.....	46.2	89,380	208,223	33,946	3	.....
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	.....	18.4	32,980	37,280	16,590	2	.....
30 Sep. '58	18.0	—	1.0	—	—	—	2	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	66,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	430,684	*	—	300,000	85,500	.....	.....	ope	r.by Ren	s & Sar.	30,150	2½	.....
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	.....	54.5	107,506	139,388	32,196	—	.....
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	.....	.....	.....	—	—	—	—	—	—
30 Jun. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,560	9	.....
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	.....	81.3	148,240	177,627	74,359	—	.....
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	.....	27.2	61,814	125,042	53,289	—	.....
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	.....	.....	.....	ope	r. b.Hud	s. River.	.....	6	.....
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	.....	ope	r. by oth	er Co'a.	.....	—	.....
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	.....
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	.....	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
-- -- '58	223.0	—	.....	.....	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	.....	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,009	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	.....	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	366,939	.....	77,294	.....	—	—	—	—	—	—
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,226	146,812	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	82,618	3,650,710	60.3	.....	489,437	249,666	7	63
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,118,639	575,159	7	88
31 Dec. '58	67.0	—	.....	18.0	—	—	—	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	.....	237,106	142,855	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	796,155	414,456	6	20
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82
31 Dec. '58	72.0	—	.....	72.0	.....	.....	.....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,330	*	—	118,865	50,000	3,965	.....	13.0	'24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,187	138.0	637,835	1,200,499	341,591	8	83
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,862	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,651	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,709	—	.....
								PENNSYLVANIA.													
-- -- '58	44.0	—	.....	136.2	.....	.....	.....	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	.....	85,000	45,000	—	.....
-- -- '58	21.3	29.0	.....	—	.....	.....	.....	Beaver Meadow	1,542,950	*	—	1,650,000	2,000	.....	.....	50.3	.....	.....	.....	10	.....
31 Aug. '59	63.5	—	.....	—	.....	.....	.....	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	.....	—	11	.....	.....	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
-- --	54.0	—	.....	—	.....	.....	.....	Dauphin and Susquehanna	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
31 Dec. '59	110.8	2.3	.....	—	71	17	3,366	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	55
-- -- '59	36.5	—	.....	—	.....	.....	.....	East Pennsylvania	.....	.....	.....	.....	.....	.....	.....	36.3	.....	.....	.....	—	.....
-- -- '58	19.6	—	.....	—	.....	.....	.....	Erie and Northeast	750,000	*	—	600,000	100,000	.....	750,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '58	36.9	19.0	.....	—	.....	.....	.....	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	.....	1,881,697	55.9	.....	423,561	166,852	8	54
31 Aug. '59	35.0	—	.....	41.3	.....	.....	.....	Hempfield	1,388,168	*	—	.....	.....	.....	.....	35.0	.....	32,411	7,267	—	.....
-- -- '58	30.6	10.3	.....	—	.....	.....	.....	Huntingdon and Broad Top	1,181,997	*	—	.....	.....	.....	.....	40.8	.....	.....	.....	—	.....
30 Sep. '57	68.0	—	.....	—	.....	.....	.....	Lackawanna and Bloomsburg	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	882	Lehigh Valley	3,276,523	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '58	28.0	10.0	.....	—	.....	.....	.....	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	.....	.....	38.0	.....	353,101	255,930	9	.....
-- -- --	8.0	21.0	.....	—	.....	.....	.....	Mauch Chunk and Summit H.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
-- -- --	13.0	74.0	.....	—	.....	.....	.....	Mine Hill and Schuylk. Haven	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Nov. '58	55.6	10.1	.....	—	16	14	513	North Pennsylvania	4,987,321	353,516	—	3,086,710	2,714,500	391,606	6,197,816	55.7	.....	296,894	162,071	—	86½
31 Dec. '58	330.0	56.0	300.0	—	209	99	2,345	Pennsylvania	21,853,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987	386.0	.....	5,185,330	2,163,445	6	73
31 Dec. '58	19.7	—	.....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061	—	—	—	—	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	10	.....
30 Nov. '58	147.4	4.0	.....	—	142	58	5,638	Philadelphia and Reading	19,390,868	2,121,019	20,180	11,737,041	12,195,950	111,314	24,044,306	197.4	.....	2,610,751	1,310,952	2½	28
-- -- '58	33.0	—	.....	—	.....	.....	.....	Philadelphia and Sunbury	1,348,812	*	—	600,000	1,200,000	.....	.....	33.0	.....	89,535	53,335	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passengor.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	....	—	..	..	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. & Amboy		7	....
30 Nov. '58	98.0	6.0	....	31	60	487	—	Phila., Wilmington and Balt. ..	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	5	....
31 Oct. '57	48.0	—	....	80.0	..	..	—	Pittsburg and Connellsville ..	2,285,606	*	—	1,031,173	1,100,000	513,403	2,644,756	48.0	.....	57,638	4,740	—	....
.. .. '59	10.3	—	....	127.5	—	—	—	Pittsburg and Erie	.....	.....	—	.....	.....	.....	.....	10.3	.....	.....	.....	—	....
31 Dec. '58	467.0	—	....	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,280,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658	—	....
30 Sep. '57	31.0	—	....	11.0	..	..	....	Pittsburg and Steubenville ...	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	25.0	—	....	—	..	..	....	Schuylkill Valley	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
1 Jan. '59	163.2	—	....	117.0	..	..	....	Sunbury and Erie	5,517,841	37,933	—	3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	....
.. .. '58	29.7	—	....	—	..	..	....	Tioga	1,093,263	*	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
31 Mar. '59	78.0	—	....	—	..	..	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,276	....	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
.. .. '58	40.3	—	....	—	..	..	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	..	..	....	Greenville and Columbia.....	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	..	..	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	..	..	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	..	..	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	136.0	106.0	....	62	59	790	....	South Carolina.....	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,005	820,511	7	....
31 July '58	25.1	—	....	41.9	..	..	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
.. .. '58	30.0	—	....	—	..	..	—	Cleveland and Chattanooga ..	867,210	—	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
.. .. '58	46.7	—	....	—	..	..	—	Edgefield and Kentucky	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Jun. '58	110.8	—	....	—	..	..	....	East Tennessee and Georgia...	3,376,943	*	—	1,289,155	1,910,688	278,319	3,501,197	110.8	.....	264,959	156,195	—	....
30 Jun. '58	130.3	—	....	—	10	13	95	East Tennessee and Virginia .	2,529,418	117,512	—	629,800	1,968,950	406,659	3,041,940	130.3	.....	191,196	95,231	—	....
30 Jun. '58	271.0	28.0	....	—	..	..	....	Memphis and Charleston.....	5,276,573	699,776	109,066	2,258,115	2,594,000	837,992	6,354,752	299.0	.....	1,330,812	778,096	—	....
.. .. '59	82.0	—	....	48.3	..	..	....	Memphis and Ohio.....	3,200,000	*	—	.....	.....	.....	.....	82.0	.....	.....	.....	—	....
30 Jun. '59	—	—	....	73.0	..	..	....	Memphis, Clarkesv. & Louisv.	195,364	—	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Apr. '59	48.1	—	....	24.8	4	3	48	Mississippi Central and Tenn.	1,023,470	*	—	309,562	624,500	118,659	1,052,721	48.1	.....	.....	43,436	—	....
30 Nov. '58	34.2	—	....	—	2	3	21	McMinnville and Manchester.	565,459	*	—	140,097	406,000	.....	565,459	34.2	run by	Nash. &	Chatta.	—	....
30 Nov. '58	151.0	8.0	....	—	38	20	323	Nashville and Chattanooga...	3,733,472	*	160,000	2,262,405	1,674,000	85,944	4,121,557	193.2	.....	641,552	279,267	3	....
.. .. '58	—	—	....	172.8	—	—	—	Nashville and Northwestern .	1,000,000	—	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Jun. '58	43.6	—	....	68.3	—	—	—	Tennessee and Alabama	935,697	*	—	309,754	626,589	83,037	.....	43.6	.....	55,775	29,405	—	....
.. .. '59	15.0	—	....	9.5	—	—	—	Winchester and Alabama	.....	.....	—	.....	.....	.....	operated	by	Nash. &	Chatt.	.....	—	....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	..	..	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. .. '58	56.0	—	....	184.0	..	..	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. .. '59	43.0	—	....	31.0	..	..	....	Houston and Brazoria.....	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central ..	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,956	.....	—	....
.. .. '59	25.0	—	....	110.0	..	..	....	San Antonio & Mexican Gulf.	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. .. '59	28.0	—	....	756.0	..	..	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,256	192,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington.....	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	176,830	172,826	37,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central.....	8,402,055	*	—	5,000,000	3,853,000	1,423,299	19,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	....
31 Aug. '59	54.0	10.5	....	—	—	—	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar. '59	79 .2	—	—	—	—	—	....	Norfolk and Petersburg.....	2,106,066	*	10,500	1,511,000	489,110	209,925	2,222,168	79.2	.....	.....	.....	—	....
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia.....	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,53	6,225,015	97.6	.....	288,297	157,571	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg...	3,040,636	374,996	—	1,365,300	1,851,500	292,84	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	—	—	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg....	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River...	488,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug. '58	80.0	—	—	—	10	11	169	Seaboard and Roanoke.....	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,726	—	....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,846	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	60
31 Aug. '59	204.2	10.7	....	—	86	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep. '57	32.3	—	....	—	—	—	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,000	10,815	—	....
								WISCONSIN.													
.. .. '59	55.0	—	....	16.0	..	..	....	Kenosha and Rockford.....	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	..	..	....	*Milwaukee and Minnesota*.....	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago.....	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	..	..	....	Milwaukee and Horicon.....	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	191.9	12.6	28.3	—	43	33	633	*Milwaukee and Mississippi*....	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,166	439,943	—	2½
.. .. '57	50.0	—	....	85.0	..	..	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	..	..	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	96.0	.....	213,964	31,045	—	....
.. .. '58	10.0	—	....	55.0	..	..	....	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox River	Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain.....	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western.....	22,153,821	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....	24.0	37,051	.....	.....	—	....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.).....	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	...	...	....	European & North American	2,100,356	*						29.9	.....	.....	.....	—	....
.. .. '59	60.0	—	....	—	...	...	....	New Brunswick and Canada.	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
31 Dec. '58	48.7	—	....	—	...	...	....	Panama.....	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	12	181

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	--*	------	----
Mortgage	109,500	--*	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	968,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	82½
" "	700,000	6	1880	84
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	92
Income (⅞ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)**	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	92
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	82
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	56
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	----
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	70
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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------	------	†	------	----
Dayton and Michigan:				
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------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	95½
2d Mortgage (S. F.)	1,738,000	7	1875	85
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	98
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	----
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	83½
Construction	4,115,000	6	1875	----
Free Land	3,000,000	7	1860	93
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	.....	.....
2d Mortgage (Eastern Div.)	1,000,000	†	.....	.....
1st Land Grant (Western Div.)	4,000,000	†	.....	.....
2d Land Grant (Western Div.)	353,600	†	.....	.....
3d Mortgage (whole road)	1,700,000	†	.....	.....
Farm Mortgage	1,087,700	†	.....	.....
Unsecured Bonds	1,785,000	†	.....	.....
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	.....	.....
Little Miami:				
Cincinnati Loan	100,000	---	.....	.....
1st Mortgage	138,000	6	.....	88
2d Mortgage	7,000	6	.....	.....
3d Mortgage	981,000	6	.....	.....
Long Island:				
State Loan [S. F.]	100,000	5	1876	.....
1st Mortgage	500,000	6	1870	.....
Louisville and Frankfort:				
Louisville Loan	174,000	---	.....	.....
1st Mortgage	248,000	---	.....	.....
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	.....	.....
1st Mortgage	2,000,000	---	.....	.....
McMinnville and Manchester:				
State [Tenn.]	372,000	6	.....	.....
Mortgage	24,000	7	.....	.....
Mortgage	10,000	6	.....	.....
Madison and Indianapolis:				
State [Ind.] Loan	.....	---	.....	.....
Mortgage	.....	---	.....	.....
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	.....
2d Mortgage	2,000,000	7†	.....	.....
3d Mortgage	1,500,000	7†	.....	.....
Sterling Income	333,000	4	.....	.....
Domestic	928,617	---	'59-'62	.....
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	.....	.....
1st Mortgage	1,600,000	7	1880	.....
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	.....	.....
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	.....	.....
Michigan Central:				
1st Mortgage Sterling	467,489	6	.....	.....
1st Mortgage (convertible)	500,000	8	.....	94
Unconvertible	258,000	8	.....	.....
1st Mortgage (convert.) Dollar	3,831,000	8	.....	.....
1st Mortgage (S. F.), convertible	3,087,000	8	.....	.....
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	.....
Northern Indiana	985,000	†7	1861	.....
Erie and Kalamazoo	300,000	†	1862	.....
Michigan Southern	259,000	†	1863	.....
Northern Indiana	299,000	†	1863	.....
Jackson Branch	203,000	†	1865	.....
Goshen Air Line	1,335,000	†	1868	.....
Detroit and Toledo	336,000	†	1876	.....
General Mortgage (S. F.)	2,458,000	†	1885	.....
2d Mortgage	2,175,000	†	1877	.....
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	.....	.....
Milwaukee and Chicago:				
1st Mortgage	400,000	8	.....	.....
2d Mortgage	200,000	7	.....	.....
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	.....	.....
2d Mortgage	600,000	8	.....	.....
Farm Mortgage	150,000	10	.....	.....
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	.....
1st Mortgage (convertible)	526,000	8†	1862	.....
1st Mortgage (convertible)	650,000	8†	1863	.....
1st Mortgage (convertible)	1,250,000	8†	1877	.....
South-West Branch	350,000	8†	1866	.....
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	.....
3d Mortgage	500,000	8†	1862	.....
Mississippi Central:				
1st Mortgage	1,007,363	7	.....	.....
Income	91,200	10	.....	.....
Tennessee State	45,000	6	.....	.....
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	.....	.....
Income	95,500	---	.....	.....
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	.....	.....
2d Mortgage (S. F.)	400,000	8	.....	.....
Oskaloosa Division	1,425,000	7	.....	.....
Land Grant	7,000,000	7	.....	.....
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	.....
Mississippi State Loan	202,799	6	.....	.....
1st Mortgage	171,000	7	1876	.....
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	.....	.....
Tennessee State Loan	674,860	6	.....	.....
Alabama State Loan	389,410	6	.....	.....
Income	759,415	8	1861	.....
Income	354,723	8	1862	.....
Income	375,132	8	1865	.....
Income	18,700	8	1867	.....
Sterling	878,035	6	1883	.....
Mississippi State Loan	200,970	6	.....	.....
Montgomery and West Point:				
Alabama State Loan	$122,622	---	.....	.....
Mortgage (due 1860, '63 and '65)	350,000	6	var.	.....
Mortgage	450,000	8	1866	.....
Muscogee:				
1st Mortgage	249,000	7	.....	.....
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	.....	.....
Chat. and Clev. Subsc. (endors.)	150,000	---	.....	.....
Not endorsed	24,000	---	.....	.....
*New Albany and Salem:				
Crawfordsville	175,000	7	.....	.....
1st Mortgage	500,000	10	.....	.....
1st Mortgage	2,235,000	6	.....	.....
New Haven and Hartford:				
-----	-----	---	.....	.....
-----	-----	---	.....	.....
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	.....	.....
Mortgage	200,000	6	.....	.....
Extension	100,000	10	.....	.....
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	.....
New Jersey:				
Company's (various)	711,000	---	var.	.....
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	.....	.....
2d Mortgage	300,000	6†	.....	.....
Income (convertible)	152,000	6†	.....	.....
New London City	100,000	6†	.....	.....
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	.....	.....
1st Mortgage	3,000,000	8	1886	.....
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	.....	.....
New Orleans City Loan	1,500,000	---	.....	.....
1st Mortgage (S. F.)	2,000,000	8	1889	.....
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	.....
State Loan—Rochester and Syr.	77,382	5½	1861	.....
State Loan—Buffalo and Roch.	55,300	5½	1865	.....
State Loan—Roch., L. and N. F.	298,000	7	1861	.....
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	88
Real Estate	221,000	6	1883	.....
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	92½
2d Mortgage	4,000,000	7	1859	93
3d Mortgage (convertible)	6,000,000	7	1871	.....
4th Mortgage (convertible)	3,729,000	7	1880	48
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	7
Unsecured (convertible)	2,443,000	7	1862	7
Sinking Fund	2,193,000	7	1875	7
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	.....
New York and New Haven:				
1st Mortgage	311,000	7	1860	.....
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	.....
N. York, Providence and Boston:				
1st Mortgage	331,000	6	.....	.....
North Carolina:				
State Loan	2,000,000	6	.....	.....
State Loan	1,000,000	6	.....	.....
North-Eastern (S. C.):				
1st Mortgage	700,000	---	.....	.....
2d Mortgage	224,500	---	.....	.....
Real Estate	35,910	---	.....	.....
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1868	.....
Md. State Loan (B. and Susq.)	150,000	6	.....	.....
York and Cumberland 1st Mort.	175,000	6	1870	.....
York and Cumberland 2d Mort.	25,000	6	1871	.....
York and C. guar. by Baltimore	500,000	6	1877	.....
N. C. Contract	292,300	6	1875	.....
Construction	1,903,500	6	1885	.....
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	.....
2d Mortgage	3,077,000	7†	1861	.....
North Missouri:				
State Loan	2,000,000	6	.....	.....
State Loan	2,000,000	6	.....	.....
State Loan	350,000	6	.....	.....
North Pennsylvania:				
Mortgage	2,500,000	.....	.....	87
Chattel Mortgage	214,500	10	.....	.....
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	.....
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	.....
Mortgage	205,800	6	1860	.....
Mortgage	16,000	7	1860	.....
Dividend Scrip and Bonds	102,330	6	var.	.....
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	.....
2d Mortgage	316,995	†	.....	.....
Construction	4,637,920	†	1858	.....
Income	5,591,185	†	1858	.....
Ohio and Mississippi (Ill.):				
-----	-----	---	.....	.....
Orange and Alexandria:				
State Loan	$400,000	---	.....	.....
1st Mortgage	1,055,500	6	.....	76
2d Mortgage	461,376	8	.....	.....
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	.....	.....
State Loan (S. W. Branch)	2,800,000	6	.....	.....
Construction	4,500,000	6	.....	.....
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	.....
Convertible	27,000	7	.....	.....
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	.....
2d Mortgage	1,928,000	6	1875	.....
2d Mortgage Sterling	1,539,840	6	1875	.....
For Canals, etc.	7,400,000	5	.....	.....
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	.....	.....
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	.....
2d Mortgage (Coupon)	250,200	6	1876	.....
3d Mortgage (Coupon)	156,600	6	1871	.....
Pensacola and Georgia:				
State Internal Improvement	.....	7	35 y'rs	.....
Free Land	.....	---	.....	.....
Peoria and Oquawka:				
-----	-----	†	.....	.....
Peru and Indianapolis:				
-----	-----	†	.....	.....
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	.....
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	.....	.....
1st Mortgage (1859-'70-'75)	365,000	6	var.	.....
3d Mortgage (1862-'70-'72)	378,000	6	var.	.....
Special Mortgage (1865-'68)	175,000	6	var.	.....
Last Mortgage (1861 to 1869)	133,500	8	var.	.....
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	.....	.....
Loan of 1842	100,000	---	.....	.....
Philadelphia and Reading:				
Mortgage	705,000	5	1860	98
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	.....
Mortgage	3,209,600	6	1870	78
Mortgage (convertible)	3,586,500	6	1886	67½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450	---	var.	.....
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	.....
Mortgage Loan	1,696,500	6	1884	.....
Improvement	119,000	6	1863	.....
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	.....	.....
Alleghany Co. Loan	750,000	---	.....	.....
Connellsville Loan	100,000	---	.....	.....
Mc'Keesport Loan	100,000	---	.....	.....
Baltimore Loan	1,000,000	---	.....	.....
Cumberland Loan	200,000	---	.....	.....
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	.....
2d Mortgage (O. and P.)	750,000	---	1866	.....
Income (O. and P.)	1,991,000	---	1873	.....
Bridge (O. and P.)	199,500	---	.....	.....
1st Mortgage (O. and I.)	1,000,000	---	1872	.....
2d Mortgage (O. and I.)	380,000	---	1873	.....
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	.....
Real Estate (F. W. and Chic.)	498,000	---	1874	.....
Mortgage, Consolidated Comp'y	1,229,000	---	1887	.....
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	.....
Platte County:				
State (Mo.) Loan	300,000	6	1879	.....
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	.....
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	.....
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	.....	.....
1st Mortgage (West'n Division)	757,000	†	.....	.....
Raleigh and Gaston:				
Coupon	100,000	---	1862	.....
Rensselaer and Saratoga:				
1st Mortgage	-----	7	1863	.....
Richmond and Danville:				
State (Va.) Loan	600,000	---	.....	.....
Guarantied by State	200,000	---	1875	96
Mortgage (Coupon)	250,000	---	1950	.....
Registered	150,000	---	1860	.....
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	.....
Convertible	54,500	---	1875	.....
Dividend Certificates	35,800	---	1857	.....
Dividend Certificates	265,809	---	1869	.....
Richmond and Petersburg:				
Coupon	159,000	---	1875	.....
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	.....	.....
2d Mortgage	913,500	---	.....	.....
3d Mortgage	426,400	---	.....	.....
Sacramento Valley:				
1st Mortgage	400,000	---	.....	.....
2d Mortgage	356,000	---	.....	.....

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	800,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie:				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'02-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----	---	------	17
2d Mortgage	----	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1863	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsp[illegible]d Elmira:				
1st [illegible]	1,000,000	7	1890	----
----	----	---	------	----
----	----	---	------	----
[illegible] and Manchester:				
[illegible]ortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1853	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	393,000	†	------	----

Share and Bond Market.

The closing cash prices at the Stock Exchange for each day of the week ending 1st Feb'y, 1859, were as follows:

	Th. 26.	Fr. 27.	Sat. 28.	M. 30.	Tu. 31.	W. 1.
FEDERAL STOCKS:—						
U. S. 5s, 1874	100½	100½	....	100½	100½	100½
STATE STOCKS:—						
Virginia 6s	91½	91½	91½	92½	92½	92½
Missouri	79½	79½	79½	79½	80½	81
Indiana 5s	....	....	86	....	....	....
Tennessee 6s, 1890	81½	....	....	87½	87½	87½
California 7s	83	....	83	83	83½	83½
Ohio 6s, 1870	107½	....	107½	....	....	....
RAILROAD SHARES AND BONDS:—						
Chicago and Rock Isl.	63½	63½	63½	63½	63½	63½
Clev. and Toledo	20½	20½	20½	20	20½	20
Clev. and Tol. S.F.B'ds	....	....	....	....	55	55
Galena and Chicago	59½	58½	58½	58½	59½	59½
Hudson River	41	41	41½	41½	41½	41½
Illinois Central Shares	56½	57½	57½	57½	57½	57½
Illinois Central Bonds	88	88½	88½	88½	88½	88
Michigan Central	36½	36½	36½	38	37½	38½
Mich. Centr. 8s 1st M.	....	....	99	....	....	....
M. S. and N. I. guar'd,	15	15	15	14½	14½	14½
M. S. and N. I.	6	6	6	6½	6½	6½
New York Central	73½	73½	73½	71½	71½	71½
New York Central, '76	....	....	103	....	....	....
New York and Erie	8½	8½	8½	8½	9	8½
N. Y. & E. Con. B. '71	....	....	....	....	27½	27½
N. York and Harlem	9½	9½	9½	9½	9½	9½
N. Y. and H. "pref."	33½	33½	33½	33½	34½	34½
N. Y. and H. 1st M.	....	....	93½	....	....	....
Panama	130	130½	130	131½	131½	131½
Phila. and Reading	38½	38½	38½	38½	39½	39½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	94½	94	94½	94	94	94
Cumberland Coal Co.	15½	15½	15½	15½	16	16½
Pennsylvania Coal Co.	84½	84	....	84½	84½	85½
Pacific Mail S. S. Co.	77	77	76½	77½	77½	78
Canton	....	....	....	17½	18½	17½
Brooklyn Water W'ks.	100	99½	99½	99½	99½	99½

The following are the closing prices in the London Market on the 11th January as brought out by the *Fulton*:

United States 5 p. c. red. '74	92	to	92½
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	77	to	79
Do. do. Fr. L'd red. '60.	88	to	90
Mich. Cen. 8 per cent. con. '60	82	to	86
Do. do. 1869	81	to	83
Do. do. 1st mortgage (sinking fund), 1882	82	to	84
Do. $100 shares	35	to	40
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	50	to	55
Do. $100 shares	8	to	12
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	84	to	86
Do. 2d mortgage, 1869	75	to	80
Do. 3d do. 1883, assented	68	to	70
Do. Bonds, 1862, '71, '75 do.	30	to	35
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	35	to	40
Philadelphia and Reading Bonds, 6 per cent., 1860	83	to	88
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

A Desirable Improvement.

The Utica *Herald* says that Mr. Joseph Jones, of that city, a master mechanic in the employ of the New York Central Railroad, has lately made an important addition to some of the cars on the road. It is a contrivance which completely covers up the intervening space between the cars, without interfering with their coupling or the brakes in the least, but rendering it impossible for any one to fall between the cars or under the wheels. An attachment is also put on the top of the car, by which the brakesman can step from one to the other, without danger of falling between them. It also serves to keep the platform dry, and free from rain, ice and snow.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, February 4, 1860.

Completion of the Mississippi Central R. R.

The present week marks the completion of this road, and the addition of the railroads of the Southwestern States to the grand system of the United States. The great metropolis of the Gulf is now brought within three and a-half days of New York, by a continuous line of railroad. The perilous route by the Mississippi river is at an end. New Orleans is now within easy reach of every portion of the great valley. Twenty-four hours will suffice to reach the mou'h of the Ohio; thirty hours, St. Louis; and thirty-six Chicago and Cincinnati. The great route now just formed will be to the travel of the Southwest what the Mississippi is to its commerce.

In importance, the event is second to none of the kind ever witnessed in this country.

The occasion should not pass without a tribute of respect and gratitude to the parties who have been mainly instrumental in securing this great result. The City of New Orleans and the State of Louisiana built the New Orleans, Jackson and Great Northern Railroad. Without their aid, the first sod would not have been turned. The people of Mississippi had no city, nor State, unfortunately, upon which to rely for aid. The road, if built at all through her territory, had to be built by the planters of a sparsely settled country, who usually have not much faculty for such undertakings, nor money which they care to invest in them. Every cent of stock taken was, in the outset, regarded as so much money thrown away. No new people can afford to construct their own railroads. It was under these discouragements that the Mississippi Central Railroad was taken up by a few self-reliant, but self-sacrificing, public spirited persons, who well understood the labor and risk they assumed, in attempting to build 200 miles of road, drawing the means therefor from a compartively small body of planters. They could not present themselves in the money centres with the bonds for sale. A credit had first to be created by the expenditure of large sums, and by a display of integrity and capacity, and steadiness of purpose, which, under the circumstances, they did not expect would be presumed in their favor. But this very fact created a double motive. They saw that the only way to restore the faith of the State was to reach the public conscience through commercial ideas; that the railroad was in the condition necessarily precedent to such a result—a result which would not be long in following the completion of a system of such works. This expectation, we are happy to say, seems in a fair way to be speedily realized. Already has a movement been set on foot which we are confident will increase in force and strength, till ample provision is made for the State debt.

The road is a work of great importance, *politically* as well as commercially. All our institutions rest upon the basis of interest. We can expect no other, as ideas in the long run will take their shape and color from it. The road just opened is a grand [commercial tie, bringing ex]

tremes into intimate relations, and impressing them, in this way, with a common type. Each will lose something of the emphasis that characterizes it, and will be forced to abate something of its pretensions. All these things will take care of themselves as soon as our people are brought together, by law of convenience and necessity. Our railroad men, therefore, are the true conservators, the conservators of *progress*, which is the only conservatism worth having. The Conservators of Mississippi deserve a monument of respect and gratitude from their benefactors, which is the only one, we presume, which these desire to have erected.

The Pro Rata Bill before the Legislature.

We copy, in full, in another column, the bill before the Legislature of the State for the regulation of the rates and charges upon freight by our railroads. Subjoined we present an extract of the bill:

The first *section* requires that each company make up a full and complete arrangement and classification of property usually carried on railroads, and designate the several grades and orders, as class 1st, 2nd, 3rd, 4th, etc., specifying the rates and prices at which each article or class of articles will be carried *per ton per mile*, which rates shall apply as well to a fractional part of a ton as to quantities greater than a ton.

The sum or charge not to exceed 40 cents *per ton per mile* carried, and including all charges incidental to loading, handling, unloading and delivery.

In case of articles which have usually been carried and counted by the *car-load*, the *barrel*, *package*, or *other known quantity*, such may be still so accounted for, specifying the rate *per mile* at which the same will be carried; but the rate not to exceed 40 cents *per ton per mile*, as aforesaid.

Companies are compelled to receive, transport, load, unload, handle and deliver, etc., all way and other freight, and charge therefor at the same rate *per ton per mile* as that named in the classified specifications and at the same rate as well a short as the whole distance, or length of the road. No article of property shall be charged a price for transportation *per ton per mile* greater than double the ate imposed upon the lowest article named in the *Table of Rates*," ores and mineral coal excepted. In ascertaining the sums to be paid, any fractional part of a mile is to be considered as a whole mile.

No company shall give any precedence or preference to one station over any other in the use of its facilities for receiving, transporting or delivering property; but shall accommodate its customers in the order of priority of tender, or receipt at any station of property delivered for transportatioe to any other station.

A plainly written or printed copy of the arrangement, classification, or specification of charges to be signed by the President, Vice President, General Freight Agent or Superintendent, and kept posted in a conspicuous place in each freight-house, station-house and depot, which copies to be subject to inspection without hindrance. A certified copy of said classified rates to be also deposited with the Auditor of the Canal Department at Albany within ten days after adoption, which copy, or a transcript thereof, shall be legal evidence in any court in this State. No alteration of rates to be made for at least one month after filing specifications, and no change of rate greater than 25 per cent. to be made on any class of property within the current year.

Section 2 provides that no corporation shall directly or indirectly permit any other party to carry over its road any property for less or greater rates than itself is entitled to.

Section 3 provides that no corporation shall pay back directly or indirectly any portion of the sums charged, or make any rebate or reduction therefrom.

Section 4 prohibits any combination or agreement with persons or corporations, the effect of which would be to alter the specified rates. In cases where further transportation is by vessel or other road, the only price in addition to be the ordinary rates of vessels, etc.

Section 5. Violation is declared a misdemeanor —penalty $1,000.

Section 6. To apply to all railroads in the State.

Section 7. To go into effect 1st April, 1860.

Gettysburg Railroad.

The President, R. McCurdy, has just published the annual report of the company owning this road, which was opened through last summer. Before completion, it was operated by the Hanover Branch Company, whose road it joins at Hanover, and thence extends west to Gettysburg. Since that time, the company has conducted its own business with a single engine and passenger car, and 20 lime cars. The gross earnings of the year amounted to $29,002; and the expenses to $9,499, leaving a net income of $19,563. The total cost of the road to the 31st December, 1859, is stated at $274,481. In this cost are included a funded debt of $83,000, and a floating debt of $94,550. The company expect to satisfy the floating debt by using the remainder of $200,000 six per cent. bonds already provided. This road will probably be further extended to Waynesboro.

Coal Trade of Pittsburg.

The coal trade of Pittsburg including the coal from the Monongahela bituminous region has increased year by year as shown in the following table:—

Years.	Exported bushels.	Consumed bushels.	Total bushels.
1845	2,660,340	2,189,660	4,850,000
1846	5,236,500	2,739,280	7,975,780
1847	7,200,450	2,355,530	9,555,780
1848	7,150,355	2,670,205	9,820,560
1849	7,145,150	2,804,850	9,950,000
1850	8,560,180	3,940,020	12,500,200
1851	8,250,120	4,499,880	12,750,000
1852	9,960,950	4,599,150	14,560,000
1853	11,590,730	4,359,270	15,950,000
1854	14,632,580	3,322,380	17,955,960
1855	18,560,158	4,315,292	22,875,450
1856	8,165,196	1,834,804	10,000,000
1857	25,684,550	3,289,046	28,973,596
1858	24,696,669	4,803,331	29,500,000

These figures show how steady and wonderful has been the increase in this great and important branch of business. Excepting the year 1856, in which the Ohio was unnavigable for coal boats for more than 200 days, its progress has been steadily onward. Within the 14 years included in the above exhibit it has increased six-fold. The value of the coal shipped in 1858 amounted to $3,169,894. The returns for 1859 will not be far different from those of the two years 1857 or 1858.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending January 21, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s	85 and int.
Covington and Lexington, 2d Mortgage	7s	65 and int.
Ohio & Miss., E. D., Construction	7s	23
Cinc., Ham. and Dayton, 2d Mortgage	7s	80
Indianap. & Cincinnati, do. do.	7s	85
STOCKS.		
Cincinnati, Hamilton & Dayton	Ex Div.	62
Columbus and Xenia		82
Indianapolis & Cincinnati		40
Little Miami		82½

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 21,

were	$50,037 58
Week ending Jan. 22, 1859	39,932 53
Increase	$10,165 05
Total traffic from July 1st, 1859	$1,525,708 13
Same period last year	1,278,587 03
Increase	$247,121 10

The earnings af the Chicago, Iowa, and Nebraska Railroad—the Iowa connection of the Galena and Chicago road—for the years 1858 and 1859, were as follows:

	1859.	1858.
Passengers	$31,593 88	$15,379 29
Freight	75,608 59	32,817 86
Mails, etc.	5,473 97	2,655 08
Total	$112,778 44	$50,852 23
Increase		$61,821 21

Up to last June the road was only opened to Lisbon, a distance of sixty-four miles, and it has been running to Cedar Rapids only about six months.

Annexed are the receipts of the Sixth and Eighth Avenue Railroads:

1859.	Sixth Avenue.	Eighth Av.
January	$25,373 46	$29,845 77
February	22,166 63	26,274 02
March	26,435 87	31,226 53
April	27,099 85	31,828 87
May	30,404 00	35,554 66
June	28,793 38	34,167 72
July	27,876 21	34,630 37
August	28,553 98	33,682 23
September	30,268 67	31,511 95
October	34,600 67	32,739 78
November	31,165 48	30,166 59
December	29,845 36	30,527 77
Totals	$342,583 56	$382,256 21

Hoboken Horse Railroad.

This local road is now completed to Bergen Five Corners, and commenced operations on Wednesday, 1st inst. The cars which are run hourly from 6 A. M. to 7 P. M. are in the omnibus form and drawn by a horse. The conveniences of these cheap roads should be extended through all thickly settled neighborhoods in the country.

Southwestern Railroad.

The Eufaula *Express* is informed by Mr. McClendon, one of the engineers, that one of the cars on the above road, is expected to run within nine and a-half miles of Eufaula, by the 1st of February. The work between the two points is progressing rapidly, and will be completed, the *Express* states, by the time the bridge can be erected.

Heavy Verdict.

The Boston and Worcester Railroad Company recently recovered, against the Old Colony Company, the large verdict of $41,501 75 for land taken to lay their track upon. It is between twelve and thirteen years since the land was taken, and the case has been in court most of the time since.

Lehigh Coal and Navigation Company.

The annual meeting of this company was held on the 3d May, 1859, when the following gentlemen were elected to the Board of Management: E. Hazard, Geo. Abbott, John Farnum, H. J. Boller, R. Richardson, Alex. Fullerton, A. Manderson, Jas. S. Cox, Edw. Yarnal and Jacob P. Jones. James Cox was elected President, and Edwin Walter, Treasurer and Secretary.

The business of the year was commenced on the 23 March, 1858, and closed on the 10th December. For the year the shipments of coal were as follows:—

At Mauch Chunk	393,167 tons
At East Mauch Chunk	179,204 "
At Penn Haven	199,867 "
At Rockport	67,118 "
At Whitehaven	69,643 "
Total shipments on the company's navigation	908,999 tons,

—showing an increase of 8,685 tons over the shipments of the year 1857. In addition to the above, 32,729 tons were taken from the company's Tamaqua mines.

The distribution of coal was as follows—consumed on the line of the canal, 114,537 tons; passed over into the Morris canal at Easton, 281,950 tons, and entered the Delaware Division canal, 512,512 tons. Of the coal that entered the Delaware division 293,475 tons reached Bristol; 164,149 tons passed into the feeder of the Delaware and Raritan canal and 54,888 tons were consumed on the line of that canal.

The shipments of lumber for the year amounted to 35,896,901 feet; and of total freight including coal and lumber, the descending tonnage amounted to 1,034,974 tons, and the ascending to 91,785 tons: total, 1,126,760 tons. In this is included 67,216 tons of iron ore and 58,202 tons of iron; also 19,585 tons of limestone, and 2,538 tons of slate.

The total profits of the company were $595,856 against $593,290 for the preceding year, but a slight diminution considering the financial condition of the country generally. The balance at the close of the year to the credit of profit and loss after paying all expenses and interest on debt, was $343,863, against $304,811 for the year preceding, being nearly 14 per cent. upon the capital. From this the usual dividend of 6 per cent. was declared; and the debt of the company was reduced $354,977, viz, funded debt $301,416, and floating debt, $53,561.

The statements herewith submitted exhibit in detail the financial condition of the company on the 1st January, 1859:

Income Account.

Income—

Tolls on navigation, less collection expenses	$466,212
Profit on coal and mine rents	105,592
Water rents, ground rents, etc.	24,053
	$595,857
Canal repairs, etc.	$62,827
Railroad expenses	21,931
State tax on capital	7,439
Balance	503,660
	$595,857

Profit and Loss Account.

Balance to credit, 1st Jan'y, 1858	$2,704,988
Balance from income, 1859	503,660
	$3,208,643
Interest on debts	$159,795
Dividend, May, 1858, 3 per cent.	74,897
Do. Nov. " " "	74,397
	$308,589
Balance to credit, Jan'y 1, 1859	2,900,054
	$3,208,643

General Ledger Balance Sheet.

Capital stock	$2,479,900
Common loans	2,790,082
Mortgage loan	829,222
Floating debt	231,532
Unpaid dividends	6,651
Arrears of interest	53,716
Profit and loss	2,900,053
	$9,291,156
Canal and river improvements	$4,455,000
Lehigh and Susquehanna railroad	1,380,000
Real estate, coal lands, railroads to mines etc. and wharves, etc. at Philadelphia	1,453,272
Moveable effects, debts due, bonds and mortgages, etc.	1,925,479
Cash on hand	77,405
	$9,291,156

Of the balance to the credit of profit and loss on the 1st January, 1859, the sum of $983,139 78 is invested in the name of Trustees, as a Contingent Fund. Of this amount $333,889 47 is in loans of the company, and the rest in other loans and available securities—the whole being included among the assets in the item of "*moveable effects*," etc.

The works of this company consist of the Lehigh navigation extending from Stoddartsville to the Delaware river at Easton, 84¼ miles, in which there is an aggregate lockage of 1,286.7 feet, made by 78 locks and 31 dams. These locks will pass vessels of 120 tons from Whitehaven to Easton. Above Whitehaven there is no ascending navigation. The Lehigh and Susquehanna Railroad (belonging to this company) connects the two rivers so called, the distance between Whitehaven and Wilkesbarre, the latter on the Susquehanna, being 20 miles. The company also owns several mine railroads and also expensive works for the accommodation of their coal business at Mauch Chunk, Easton, Philadelphia, etc. These coal lands are also very extensive and embrace those of Summit Hill, etc.

This company was chartered so early as 1818. At that period the country about the upper Lehigh was a wilderness. No regular coal trade had then been commenced, nor was it until three years later that the first regular supply was brought to market which amounted to 365 tons. This was in 1820. In 1829, the quantity brought to market had increased to 25,110 tons, in 1839 to 221,850 tons; in 1849 to 801,246 tons, and in 1858 to 908,999. Such has been the progress of the coal business of the Lehigh Valley, rising in less than 40 years from 365 tons to 1,000,000 annually. In 1856, the total tonnage amounted to 1,186,294 tons which is the largest quantity as yet brought to market from the region in any one year. Upwards of 250 miles of railroad, chiefly employed in the coal and iron business are tributary to the works of the Lehigh Navigation Company. Among these is the Mauch Chunk and Summit Hill road built in 1827 and which was next to the Granite road at Quincy the first in the Union.

The following statement shows the earnings and expenditures of the company for the years 1849-'58 inclusive:—

	Earnings.	Expenses.	Net Earnings.
1849	$575,223	$82,580	$492,643
1850	607,176	178,949	428,227
1851	645,210	247,269	397,941
1852	722,999	145,953	577,046
1853	804,715	128,302	676,413
1854	1,090,652	149,713	940,936
1855	1,019,272	201,697	817,575
1856	864,657	229,736	634,921
1857	593,291	119,686	473,605
1858	595,857	84,758	511,099

The result of 1858 though a large diminution from preceding years is still satisfactory and promises well for the future.

The Managers' Report for 1859 will not be published until after the May meeting. In the meanwhile it is ascertained that the coal tonnage of that year was 1,050,659 tons.

New York Pro Rata Bill.

(*Now before the State Legislature at Albany.*)

AN ACT *in relation to the Transportation of Freight on the several Railroads in this State.*

§ 1. Every Railroad Corporation in this State, which now is or hereafter shall be engaged in the transportation or carriage of property, is hereby required to make up a full and complete arrangement and classification, in the order from the highest to the lowest, as each Railroad Corporation for itself shall rate the relative value of transportation of all and singular, the property usually carried by it, upon the whole or any portion of the line of its Railroad, and shall designate the several grades and orders of such arrangement and classification as Class 1st, 2d, 3d, 4th, which arrangement and classification shall also contain a full and complete specification of the rates and prices respectively, at which such Railroad Corporation will transport each article or class of articles of property, the transportation upon which is rated, at the same value respectively, which rate and price for transportation shall be specified at a sum certain per ton per mile, which rate and price of transportation shall apply as well to a lesser or fractional part of a ton, as to a greater quantity, than one ton (except as herein provided) to be transported upon the whole or part of its railroad.

A sum or charge not exceeding forty cents per ton, except as herein provided, and at that rate, as well for a lesser or fractional part of a ton as for a greater quantity than one ton, for all and singular, the receiving, loading, unloading, handling, and delivering, and all and singular the other acts and things usually done and performed appertaining to the receiving, transporting, and delivering by railroad, property of the kinds respectively mentioned in such arrangement and classification, whether transported over the whole or a part only of its railroad.

In case of any article, or class of articles of property, which usually has been transported by railroad, by the car load, barrel, package, or other known quantity, and not by the ton, such specifications may be made up in other reports as aforesaid, by the car load, barrel, package, or other known quantity, specifying the rate per mile at which the same shall respectively be transported by the car load, barrel, package, or other known quantity, as aforesaid; and the specific sums respectively for the receiving, loading, unloading, handling, delivering, and doing the other things aforesaid, by the car load, barrel, package, or other known quantity, and which last sums shall in no case exceed the said sum of forty cents (40) per ton, whether transported over the above or a part only of its railroad.

Every such railroad corporation shall at all times take, receive, transport, load, unload, handle and deliver, and do the things aforesaid; all way freight, and all property from any station on the line of its railroad, and from any other station upon the line of its railroad, and from either terminus

of such railroad to a way station, or station on the line thereof, which it may transport ordinarily over the line of its railroad or any part thereof; and it shall transport each and all said way freight, and each and every item of and article of said property transported upon its railroad *at the same rate per ton per mile*, as that mentioned in said arrangement and classification and specifications, except as herein provided, and at the same rate per ton per mile, upon a portion of its said railroad as upon the above line thereof, when any item or article of property shall be transported upon any such railroad; and the same shall not be mentioned in the arrangement, classification or specifications herein required to be made by the railroad upon which the same is transported, the same shall be transported at the *lowest rate per ton per mile*, as aforesaid, as mentioned in said arrangement, classification and specifications aforesaid, for any other item or article of property, and all other charges for receiving, loading, unloading, handling, delivering, and doing the other things aforesaid; the same shall be the lowest rate per ton mentioned in each specification for such purposes. No article or class of articles of property, according to the arrangement and classification herein named, shall be charged a price for transportation per ton per mile greater than double the rate imposed upon the lowest article or class of articles named in such arrangement, classification —ores, mineral coal excepted. The same price shall in all cases be charged for the receiving, loading, unloading, handling and delivering, and doing the other acts aforesaid, in respect to any property, whether the same be carried upon the whole line of said railroad or only upon a part thereof, and such charges in all cases shall be according to the arrangement, classification and specification aforesaid.

Every lot and quantity of property, although the same shall consist of two or more items, articles, barrels, bales, parcels, or other known quantity, (being of the same classification and arrangement aforesaid,) offered for transportation at one time, or named upon one bill of lading, ticket, or other method of designating the property intended for transportation for one name or names, shall be considered one lot and quantity for the purpose of ascertaining the rates and aggregate price at which the same shall be transported, received, loaded, unloaded, handled, delivered, and for doing the other things aforesaid.

Any fractional part of a mile, which such property respectively shall be transported, when the same shall be transported more than one mile, shall be considered as a whole mile, in ascertaining the price of transportation of said property respectively.

No railroad corporations of this State, shall give to any station upon its line, or either terminus of its railroad, any precedence or preference over any other station upon its said railroad, in the use of its facilities for the receiving, transporting, handling, or delivering, or doing the other things aforesaid, of any property which may be transported upon either the whole or any part of its railroad, and as near as may be, shall receive, transport, handle, and do the other things aforesaid, all property which it transports upon the whole or any part of its railroad, in the order of priority of tender or receipt at any station upon its line, of such property, for the purpose of having the same transported to any other station upon its railroad.

A plainly printed or written copy of the arrangement, classification, or specification of prices for transportation, receiving, loading, unloading, handling, delivering and forwarding the other things aforesaid, which shall be in force at the time shall be signed by the President, Vice President, General Freight Agent, or Superintendent of each railroad, and shall at all times be kept posted up in a conspicuous place, in each freight house, station house, and depot of each railroad corporation, or used by it, in connection with its railroad, which copies respectively, shall at all times during business hours, be subject to inspection without hinderance.

A copy of such arrangement, classification, and specification aforesaid, signed as aforesaid, shall be acknowledged before, and certified by some officer authorized to take the acknowledgement of deeds, shall be filed with the Auditor of the Canal Department at Albany, within ten days after the adoption, or the making of the same, or the making of any amendment, change or modification of the same, which copy, or a transcript thereof, and of the certificate of the acknowledgement thereof, certified with the time of the filing thereof by the said Auditor, shall be legal evidence in any court, civil or criminal, in this State, of the said arrangement, classification or specification, and the contents thereof, that the same was made by such railroad corporation, and of the filing and the time of the filing thereof. Such arrangement, classification, and specification respectively shall in all cases remain unchanged, for at least one month after the adoption and filing as aforesaid of the same, and the pro rata price for the transportation of any article or class of articles aforesaid, shall in no case be changed, or any alteration of any such arrangement, classification or specification more than 25 per cent. for the lowest aforesaid, as to such article or class of articles respectively in that current year, nor shall such railroad corporation collect or receive a less or greater sum in consideration, in payment for receiving, transporting, loading, unloading, handling, delivering, or doing the other acts and things aforesaid, than that which shall appear to be done by computation, from the arrangement, classification or specification aforesaid, in force at the time being.

§ 2. No railroad corporation shall directly or indirectly permit any other person or persons, corporation or corporations, to carry, transport, or forward over the whole or any part of its road, any property for less or greater rates, or prices respectively than those which the said railroad corporation itself would be entitled to receive for the receiving, loading, transporting, unloading, handling, and delivering and doing the other things aforesaid, respectively according to the provisions of this act.

§ 3. No railroad corporation shall directly or indirectly pay back any portion of the aggregate sums, respectively so as aforesaid to be charged by it, for the receiving, loading, unloading, transporting, handling and delivering, and doing the other things aforesaid, of property as aforesaid, or make any rebate or reduction therefrom, but shall, in all cases, keep and retain *such*, and all sums received by it for said receiving, loading, unloading, etc., any property as aforesaid.

§ 4. Prohibits any combination or agreement with persons or corporations, the effect of which shall be to alter the filed specification, etc., so that in cases where the *further* transportation is by vessel or other road, the only price in addition shall be the ordinary rates of said vessel, and the same provision for charge of handling.

§ 5. The penalty for violation is, that the offending party is guilty of a misdemeanor, and a penalty of one thousand dollars to be recovered by the party suing. Application may also be made to the Supreme Court, under Title 4, Chap. 8, Part 8, Revised Statutes, *Of Proceedings Against Corporations.*

§ 6. To apply to all Railroads.

§ 7. To go into effect April 1, 1860.

CENTRAL RAILROAD COMPANY OF NEW JERSEY, New York, January 30, 1860.

INTEREST.—The Interest Coupons of the 1st Mortgage Bonds due the 1st day of February next, will be paid at the office of the Company, No. 69 Wall st., on and after that date.

G. M. MILLIGAN, Treasurer.

RAILROAD IRON.

90 TONS English of the  pattern for sale by

GRUND & WESTERVELT,

January, 1860, 118 Pearl st.

New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by

WILLIAMS & PAGE,

3m52 44 Water st., Boston.

LILLIE'S
Chilled and Wrought Iron
SAFES.



OVER 40 of these Safes are now in use in New York City Banks; while 235 Bank Safes have been sold within two years to the different Banks throughout the Union. Second hand Safes for sale, that have been taken in exchange for LILLIE'S Chilled and Wrought Iron Safes.

HOWE'S
IMPROVED STANDARD
SCALES,
STRONG & ROSS PATENT.



REQUIRE no Pit. Have no Check Rods. Will weigh when out of Level. Receive all friction and wear on BALLS instead of knife edges, as in other scales. No jarring of the platform effects the working of the Scale.

Every Scale warranted to give entire satisfaction or taken back.

FRANK E. HOWE,

303 Broadway, 1st block below Astor House, New York.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

STEEL, FILES, ETC.
R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel**, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files**, of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK **USE**

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.
WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY**, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

PHILADELPHIA OFFICE, NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.

THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON
AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,

BOSTON, June, 1851. **29 Central Wharf.**

RAILROAD IRON.

CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.

500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

OFFICE OF THE PACIFIC MUTUAL INSURANCE COMPANY,

TRINITY BUILDING, 111 BROADWAY,
NEW YORK, January 18, 1860.

The following statement of the affairs of the Company is published in conformity with the requirements of Section 12 of its Charter:

Outstanding Premiums, January 1, 1859	$145,805 42
Premiums received from January 1 to December 31, 1859, inclusive	823,653 95
Total Amount of Marine Premiums	$969,459 37

This Company have issued no Policies, except on Cargo and Freight for the voyage.

No Risks have been taken upon Time or upon Hulls of Vessels.

Premiums marked off as Earned, during the period as above	$810,856 56
Less Return Premiums	55,872 16
Net Earned Premiums	$754,984 40
Paid for Losses, including an Estimate of Claims ascertained, but not yet due, less Savings, etc.	$412,163 83
Re-Insurances, Commissions and Expenses	99,401 68
	511,565 51
	$243,418 89
Add Profits undivided December 31, 1858	4,777 19
Net Profits	$248,196 08

The Assets of the Company on the 31st December, 1859, were as follows, namely:

Cash in Bank	$123,504 07
New York City Bank Stocks, and State Stocks	216,275 00
Loans on Stock, drawing interest	181,975 64
	$521,754 71
Premium Notes, and Bills Receivable	317,594 84
Subscription Notes in advance of Premiums	139,428 25
Scrips of sundry Mutual Insurance Comp., Re-insurance and other Claims due the Company, estimated at	27,189 09
Total Assets	$1,005,966 89

In view of the above results, the Board of Trustees have this day resolved to pay a Dividend of Interest of SIX per cent. in cash on the outstanding Certificates of Profits, to the holders thereof, or their legal representatives, on and after Tuesday the 7th day of February next.

The Trustees, after reserving nearly SIX HUNDRED THOUSAND DOLLARS of profits, have further resolved, that the whole of the OUTSTANDING CERTIFICATES OF THE COMPANY, OF THE ISSUE OF 1857, be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 7th day of February next, from which date all interest thereon will cease. The Certificates to be produced at the time of payment, and canceled.

Also, Resolved, That a Dividend of THIRTY PER CENT. be declared on the net amount of Earned Premiums for the year ending December 31st, 1859, for which Certificates will be issued on and after Tuesday, the 7th day of February next.

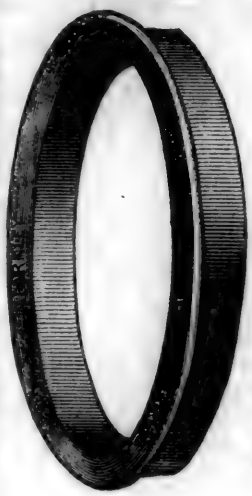
By order of the Board,
BENJAMIN A. ONDERDONK, Secretary.

TRUSTEES.

A. C. RICHARDS,	J. K. MYERS,
SHEPPARD GANDY,	WILLIAM KENT,
W. M. RICHARDS,	DAVID P. MORGAN,
G. D. H. GILLESPIE,	BYRON SHERMAN,
C. E. MILNOR,	JEHIAL READ,
MARTIN BATES, Jr.,	W. M. BLISS,
FREDK. B. BETTS,	A. S. BARNES,
MOSES A. HOPPOCK,	J. E. HANFORD,
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W. H. MELLEN,	ALEX'R M. EARLE,
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F. W. MEYER,	P. H. VANDERVOORT,
JOHN B. ARTHUR,	ALFRED EDWARDS,
A. WESSON,	WILLIAM LECONEY,

ALFRED EDWARDS, President.
WILLIAM LECONEY, Vice Pres't.
BENJAMIN A. ONDERDONK, Sec'y.

THE FARNLEY IRON CO.,



Near LEEDS, Yorkshire,

MANUFACTURERS OF LOCOMOTIVE TIRES,

TIRE BARS,

BOILER PLATES, ETC.

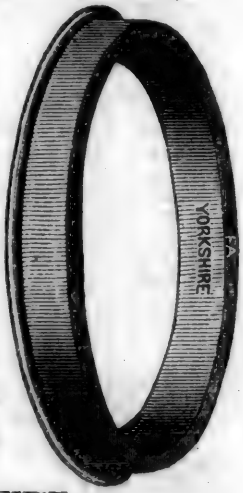
The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.



The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING**, being from the same bed of mineral.
For sale, **at manufacturer's prices**, by

M. K. JESUP & COMP'Y,
44 Exchange Place, New York,
SOLE AGENTS for the UNITED STATES and CANADAS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
17 William Street, N. Y.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes, and Merchant Iron.** They have on hand pat terns for **T Rails,** of the following weights per lineal yard, viz —**25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.**

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President.
Scranton, Pa.
or **DAVID S. DODGE,** Treasurer,
46 Exchange Place,
NEW YORK

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
33 Cliff St.

CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
Far superior to the ordinary kind.
FROG PLATES, POINTS.
Saw, File, Cutlery, Rake, Hoe, Axe and Plough Steel. Gun Metal. Wire and Machinery Steel.
ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,
45 Cliff st., New York.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1821.
WAREHOUSE—209 SOUTH THIRD STREET,
PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER, JR.,
THOS. T. TASKER, JR. STEPHEN P. M. TASKER.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,
RAILS OF SUPERIOR QUALITY,
and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.
NEW YORK, Aug. 1, 1858.

ROUND OAK IRON WORKS,
STAFFORDSHIRE.
LORD WARD, Proprietor.

MANUFACTURE **RAILS, BOILER PLATES, SHEETS, HOOPS** and **BARS** of every variety.
Address **RICHARD SMITH, Esq., Dudley.**

UNITED STATES OFFICES.
NEW YORK, No. 17 Nassau St.
BALTIMORE, over Farmers' & Mer. Bank.
NORRIS & BROTHER, Agents.

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
13 Cliff st., N. Y.



THE PHRENOLOGICAL BUST,

DESIGNED especially for Learners; showing the exact location of all the Organs of the Brain, fully developed which will enable every one to study the science without an instructor. It may be packed and sent with safety by express, or as freight (not by mail), to any part of the world. Price, including box for packing, only **$1.25. FOWLER AND WELLS.**

"Those who cannot obtain the services of a professor may learn, in a very short time, from this model head, the whole science of Phrenology, so far as the locations of the Organs are concerned."—N. Y. Daily Sun.

Private Examinations daily, with full written descriptions of character, by **FOWLER AND WELLS,**
308 Broadway, NEW YORK.

Patent Reversible Baggage Check.



WM. W. GODDARD,

No. 253 Pearl st., NEW YORK,
MANUFACTURERS OF ALL KINDS

Braziers & Sheet Copper,

YELLOW SHEATHING METAL, BOLTS AND NAILS,
COPPER BOTTOMS,
Locomotive Strips, Tubing Bolts and Bars,
COPPER AND BRASS RIVETS AND BURRS,
Large Flats and extra-sized Sheets, rolled to order at short notice,
TINNED COPPER OF ALL DIMENSIONS,
INGOT AND PIG COPPER.

METALS.

S. W. HOPKINS,

METAL BROKER,
72 BEAVER ST., NEW YORK.

INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

REFERENCES.
Hon. DANIEL F. TIEMANN, Mayor, New York.
WM. A. COBB, Esq., Pres't Fulton Fire Insurance Co., N. York.
Messrs. T. B. CODDINGTON & Co., New York.
" P. & J. P. HAWES & Co., Boston.
" FARRAR, FOLLETT & Co., "
" E. J. ETTING & BROTHER, Philadelphia.
" NATHAN TROTTER & Co., "
" E. L. PARKER & Co., Baltimore.
" E. PRATT & BROTHER, "
" THOMPSON & OUDESLUYS, "

THE **Cheapest** and most **DURABLE ROOFING** IN USE.
Sent to any part of the country with *directions for application.*

GUTTA PERCHA CEMENT ROOFING.

SPECIMENS and *references* can be seen, and any desired information obtained on application, by *letter* or in *person*, at our OFFICE,
510 BROADWAY, N. Y.
(Opposite the St. Nicholas Hotel).
JOHNS & CROSLEY.

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.
For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.
The above CEMENT is used in most of the fortifications building by government. 45

Rosendale Hydraulic Cement.

THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure** and **free from quick lime**, and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT**, branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels**, and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing,

JOHN H. STEPHENS, President, Newark, N. J., or
HENRY WILDE, Secretary, 90 Wall st., N. Y.

THE LAWRENCEVILLE MANUF'G CEMENT COMPANY,

OFFICE 96 WALL ST,
NEW YORK.

THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine**, and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings.
For sale upon favorable terms by addressing.

WM. N. BEACH, President.
CHAS. E. LAWRENCE, Sec'y.

CEMENT, PLASTER, ETC.

THE HUDSON RIVER CEMENT CO.

HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh **Rosendale Cement, Calcined Plaster, Farmers' Plaster** and **Marble Dust.** Address

HUDSON RIVER CEMENT COMPANY,
12 **Jersey City, N. J.**

HOFFMAN'S ROSENDALE CEMENT,

OFFICE, 93 WALL ST., NEW YORK.

THE LAWRENCE CEMENT COMPANY are prepared to receive and execute orders for their Cement, to any extent that may be required. They would particularly call the attention of purchasers to the distinguishing brand of their manufacture, viz.: **HOFFMAN'S ROSENDALE CEMENT.** This seems to be necessary, as they have established a reputation for the superior quality of their Cement, and there are various other brands offered, as "Rosendale" Cement. It has the unqualified approbation of the most eminent Architects and Engineers, being used in almost every department of the Works under Government. It is put up in the most careful manner, each barrel being well lined with paper, and will be delivered on ship board, in this city, on the most favorable terms. Particular attention given to shipping orders, and Freight obtained on the best terms.

M. W. WOODWARD, Secretary.

FINANCIAL.

BANKING and COMMISSION AGENCY.

A. G. JAUDON,

No. 54 Wall street, NEW YORK.

AGENCIES of a financial nature connected with Railroads Manufacturing and Commercial Business, and Banking operations generally, receive special attention.
STOCKS, BONDS, NOTES AND BILLS OF EXCHANGE **BOUGHT and SOLD on orders.**

CINCINNATI STOCK EXCHANGE.

KIRK & CHEEVER,

STOCK BROKERS AND RAILROAD AGENTS,
No. 83 WEST THIRD STREET,
CINCINNATI, OHIO.

Railroad Stocks, Bonds, etc., bought and sold, ON COMMISSION. Regular sales at public auction at the MERCHANTS' EXCHANGE.

THOMAS GEORGE WALKER. DAVID TWEEDIE.

WALKER & TWEEDIE,

42 PINE STREET,
NEW YORK.

Business Paper and Bills of Exchange negotiated.
BONDS, STOCKS and other Securities bought and sold.

H MEIGS, Jr. & SMITH,

BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)

STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.
NEW YORK, May 11, 1858.

SIMEON DRAPER, Auctioneer.

By SIMEON DRAPER,

OFFICE, **No. 36 PINE ST., NEW YORK.**

REGULAR AUCTION SALES

AT 36 PINE ST., **EVERY DAY.**
STOCKS and BONDS bought and sold at private sale.
Sale every day at 1 o'clock. See Catalogue.

EUGENE THOMSON.

STOCK AUCTIONEER AND BROKER,
No. 37 William st., NEW YORK.

AUCTION SALES of STOCKS and BONDS every TUESDAY, at 12½ o'clock, at the Merchants' Exchange.
RAILROAD BANK, INSURANCE and other SECURITIES bought and sold at the BROKERS' BOARD, at PRIVATE SALE, or at AUCTION. All dividends payable in New York collected, and prompt remittances made.
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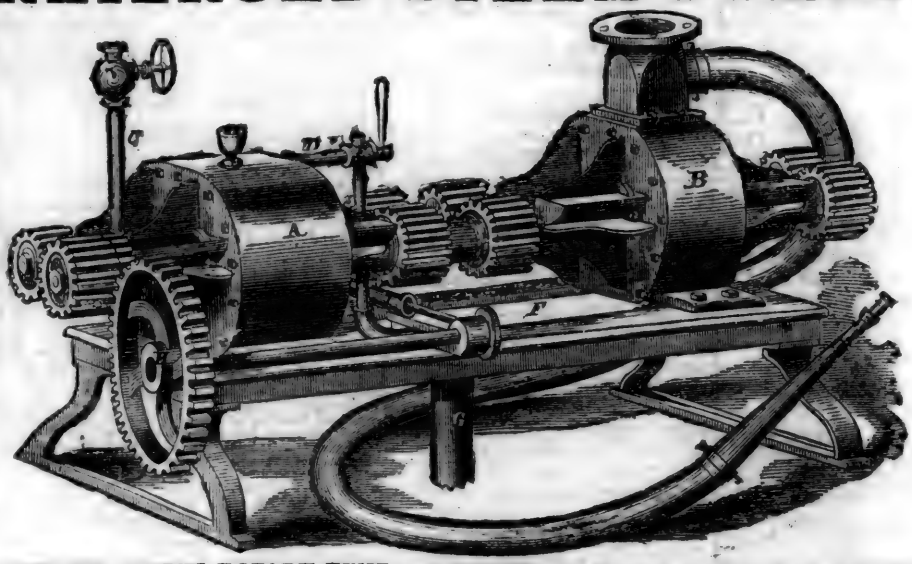


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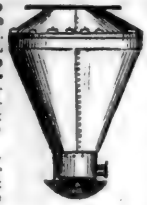
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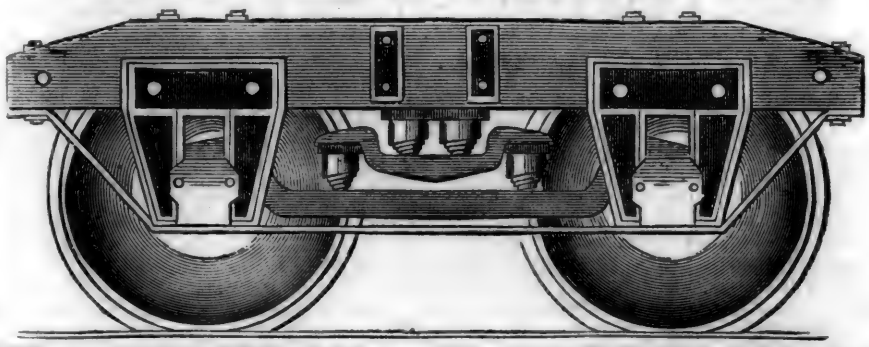
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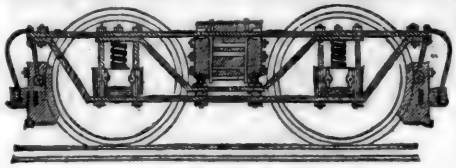
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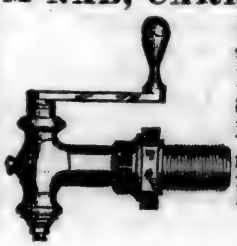
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PRINCIPAL CONTENTS.

Railroads of Tennessee 109
Philadelphia, Wilmington and Baltimore R. R. 112
The 'Great Eastern' 114
Deposit in Savings Bank, Effect of Regulations as to 115
Richmond and Danville Railroad 116
Finances of Ohio 117
American Shipping 117
New Jersey Railroad 124
New York City Railroads 125
Boston and Worcester Railroad 126

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Railroads of Tennessee.

H. F. Cummins, Esq., Road Commissioner of Tennessee, has just completed his annual report on the condition of the railroads in that State. It is a lucid document, and full of the right sort of information for practical men. We give below a full analysis of the affairs of the several companies reported.

By reference to these statements, it will be seen that the aggregate length in Tennessee of the 17 roads referred to is 1,329.88 miles. The total amount of State aid granted to these is $16,031,000. The aggregate length of finished roads on the 1st October, 1859, was 977.19, and the total amount of bonds then issued, as State aid, was $12,712,000. The length of road remaining to be completed on the lines of the roads now in progress is 352.69 miles, to which the State is pledged in the sum of $3,119,000, and which amount is the prospective liability of the State.

Besides the roads which are specifically reported, there are four others which have been commenced, but on which work has been suspended. These are as follows:

Southwestern	60 miles.
Knoxville and Charleston	55 "
Knoxville and Kentucky	68 "
Cin., Cumberland Gap & Charleston	94 "
Total	272 "

—including which the railroad mileage of the State, completed and unfinished, is 1,599.88 miles. Each of the roads last named has State aid to the amount of $10,000 per mile, and specific sums for bridges—in all amounting

State aid for road to	$2,720,000
" " bridges to	800,000
Total	$3,520,000

The aggregate cost of the 17 roads in running order is $41,728,000. Their net earnings in 1858-9 was $2,411,245, or nearly 6 per cent. on their cost. These roads are still unfinished, and their connections imperfectly formed. In view of such disabilities, the result is highly satisfactory and creditable to the energy, skill and enterprise of the Tennessee public.

Memphis and Charleston Railroad.

Characteristics.—Length from Memphis to Stevenson, 271.56 miles. Branches to Somerville, Tuscumbia, etc., 16 miles. Sidings, turn-outs, etc., 20 miles. Iron, 60 lbs. per yard. Maximum grade, 47½ ft. per mile. Shortest radius of curvature, 4½ degrees. Straight line on main road, 226.35 miles. Bridges, 13 truss, 4,557 ft., and 1 draw, 140 ft. Aggregate length of trestling, 31,663 ft. Stations, way, 33, and flag, 26. Engine houses, 5; machine shops, 2; depot buildings, wood, 24, and brick, 9. Turn-tables, 6. Wood and water stations, 30. Repair houses, 33.

Equipment.—Locomotives, 36; passenger cars, 38; baggage and express, 14; box freight cars, 232; platform cars, 197; gravel cars, 41; road cars, 67; stock cars, 25.

General Statement—1st July, 1859:

Share capital, paid in	$2,237,665	Road-way ..	$3,532,809
State bonds .	1,100,000	Iron	1,911,494
Co.'s bonds ..	1,600,000	Equipment ..	743,729
Floating Debt	443,616		

—making a total cost of $6,188,033.

Operations.—During the year ending June 30, 1859, trains run 562,041 miles, viz: passenger, 252,397; freight, 231,835; and other trains, 78,309 miles. Passengers carried, 230,907, viz: through, 53,935, and way, 176,972. Through fares, 3¼ cents, and way, 4 cents per mile. Speed of passenger trains, 21 miles, or, including stops, 17½ miles per hour. Speed of freight trains, 15, or, including stops, 12 miles. Receipts and expenses, for the year ending 30th June, 1859:

Passengers	$751,928	Total rec'ts ..	$1,330,812
Freight	509,991	" exp'ses	552,776
Other sources ..	68,898	Net earnings.	778,031

Accidents.—1 passenger and 5 others killed; and 2 persons, not passengers, injured.

Officers.—Samuel Tate, *President*; Geo. Robertson, *Secretary*; W. B. Waldron, *Treasurer W. Div.*; Samuel Cruse, *Treasurer E. Div.*; M. B. Pritchard, *Chief Engineer*; B. Ayres, *Supt. W. Div.*; W. T. Ross, *Supt. E. Div.*

Principal office, Memphis, Shelby Co., Tenn.

Nashville and Chattanooga Railroad.

Characteristics.—Length of main line, Nashville to Chattanooga, 149.75 miles. Branch from Wartrace to Shelbyville, 9 miles. Sidings and turn-outs (in number, 34) 7.9 miles. Maximum grade, 105.6 feet. Shortest radius, 6 deg. Truss bridges 11, having a length of 4,721 feet. Draw bridge 1 of 158 feet. Trestling, 8,410 feet. Culverts, wood 215, and stone and brick 23. Road crossings, 48, and railroad 1, all at grade. Engine house, 1; machine shop, 1; depot buildings, wood 6, and brick, 9. Turn-tables, 6. Water stations, 16. Repair shops, 2.

Equipment.—Locomotives, 39; and cars: passenger, 17; baggage and express, 6; box freight, 222; platform, 48; gravel, 15; road, 3; coal, 20, and stock, 3. Weight of engines: passenger, 25, and freight, 26 tons; and of cars, passenger, 8, and box freight, 6 tons. Dimensions of passenger cars, 40x9 feet, and of freight cars, 28x9 feet.

General Account on the 30th Nov., 1859.

Share capital paid in	$2,256,479
Funded debt—Bonds endorsed by State.	1,500,000
" —other bonds	24,000
Floating debt	21,770
Cost of roadway	$3,001,212
" equipment	631,670
other assets	169,367
	$3,902,249

Operations for the year ending 20th Nov., 1859: Passenger trains run 220,230, freight trains 150,115, and other trains 79,000—total 449,345 miles. Passengers carried, through, 61,685, and way, 117,895—total, 178,580. Rate of fare: through, 3.3 cents, and way, 4 cents per mile Speed, express 18, accommodation 15, and freight

9 miles per hour, or including stops, 16, 14 and 7½ miles respectively. Average weight, passenger trains, 73 tons, and freight trains 164 tons.

Receipts from passengers	$291,874
" " freights	341,193
" " other sources	42,765
Total receipts	$675,832
Total expenses	365,632
Net receipts on earnings less expenses	$310,200

Accidents.—Killed 3, not passengers. Injured, none.

Officers.—V. K. Stevenson, *President;* James A. Whiteside, *Vice President;* W. A. Gleaves, *Secretary* and *Treasurer;* W. M. Pennington, *Chief Engineer;* E. W. Cole, *Superintendent.*

Principal office, Nashville, Davidson Co., Tenn.

Mississippi and Tennessee Railroad.

Characteristics.—Length from Memphis to Grenada, 99 miles. Completed, from Memphis to Panola,* 59 miles, of which 9¾ miles are in Tennessee, and the remainder in Mississippi. At Grenada this road connects with the Mississippi Central, and that at Canton with the New Orleans, Jackson and Great Northern. Length of road in progress, 20 miles, from Oakland to Grenada. Stations, way 8 and flag 8. Machine shops 1, and wooden depot buildings 8.

Equipment.—Locomotives 7; passenger cars 5; baggage and express cars, 4; box freight cars 27; platform cars 68; gravel cars 12; road cars 8; weight of passenger engines 22, and of freight engines 24 tons.

General Account on the 1st October, 1859:

Capital stock paid in	$798,285
Funded Debt—Tennessee State Bonds	98,000
" —Company's Bonds	456,949
Floating Debt	319,518
Cost of road and equipment	$2,000,000

Operations for the year ending 30th September, 1859: Number of miles run by passenger trains, 36,500; by freight trains, 32,350; and by other trains, 1,020—total, 69,870 miles. Passengers, 59,077; fares, 4.4 cents per mile; speed, including stops for express trains, 20 miles, and for freight trains, 10 miles per hour. Average weight of passenger trains, exclusive of passenger and baggage, 40 tons.

Receipts from passengers	$65,392
" " freight	106,269
" " other sources	5,595
Total	$177,256
Expenses	60,029
Net receipts, or rec'ts less expenses	$277,227

Accidents.—Killed 2, and injured 1.

Officers.—F. M. White, *President;* C. C. Vance, *Treasurer* and *Secretary;* Niles Merriwether, *Chief Engineer,* and M. W. Newall, *Supt.*

Principal office, Memphis, Shelby Co., Tenn.

Mississippi Central, Tennessee.

Characteristics.—Length of railroad 47.4 miles. This road like the Mississippi Central is an extension of the New Orleans, Jackson and Great Northern from Grand Junction, the crossing of the Memphis and Charleston to Jackson, Tennessee, at which point it connects with the Northern Division of the Mobile and Ohio now open to Columbus, Ky., 87 miles. The completion of the Mississippi Central in January last opened a through route from New Orleans to Columbus, a distance of 529 miles. Number of sidings and turn-outs 12; aggregate length, 2¼ miles. Iron per mile, 54½ tons. Maximum grade, 50 feet. Total rise southward, 758, and full, 688 feet. Straight line, 41.15 miles. Truss bridges—2 Howe and 3 Beam: aggregate length, 479 feet. Trestling (in number, 47) 9,020 feet. Road crossings, 24. Stations, way 10 and flag 3. Engine houses 3; depots, wood 3 and brick 3. Turn-tables 3: wood and water stations, 7. Repair houses 1: cattle guards, 68.

Equipment.—Locomotives, 4; passenger cars, 3; baggage and express, 2; box freight cars 10; platform cars, 51; road cars, 5. Weight of passenger engines, 18 tons, and freight engines, 22 tons; of box freight cars, 5 tons, and of passenger and baggage cars, 8 tons. Dimensions of passenger cars, 46x10 feet, and of freight cars, 26x10 feet.

General Account on the 1st October, 1859:

Share capital paid in	$317,447
Funded debt—State loan	529,000
" " —Company's bonds	103,500
Floating debt	22,360
Earnings applied to construction	3,303
Cost of road	$892,711
" equipment	82,908
Balance sheet	$975,619

Operations for the year ending 30th Sept. 1859: Passenger and freight trains run 44,630 miles; and other trains 9,545 miles—total 54,175 miles. Passengers carried, 34,472: fare, 4 cents per mile, and freight, 14,254 tons, at 8 cents per ton per mile. Speed of trains, 20 miles, and including stops, 16 miles per hour.

Receipts from passengers	$36,219
" " from freights	40,259
" " other sources	6,652
Total receipts from earnings	$83,130
Total expenses	38,463
Net receipts in earnings, less expenses	$44,667

Officers.—R. J. Neely, *President;* Tracy Robinson, *Secretary;* C. J. Joy, *Treasurer;* Tracy Robinson, *Superintendent.*

Chief office, Holly Springs, Marshall Co., Miss.

Winchester and Alabama Railroad.

Characteristics.—Length 38.1 miles, of which 30 are completed. Connects at Decherd with the Nashv. & Chatta. R. R., and thence extends south to the line of Alabama. Sidings and turn-outs, (8,) 2,820 feet. Iron, 58 lbs. per yard. Maximum grade, 75 feet. Total rise, 658 feet; total fall, 950 feet. Shortest radius, 955 feet. Straight line, 33.5 miles. Truss bridge, 420 feet. Trestling, 1,800 feet. Stone culverts, 22. Cross-ties, per mile, 2,200. Crossings at grade, 13. Machinery and cars used, belong to the Nashville and Chattanooga Railroad Company.

General Statement, October 1, 1859:

Capital stock paid in	$216,962
Funded debt, State loan	413,000
	$629,962
Cost of road	$408,477
Assets and other property	221,485
	$629,962

Accidents.—Killed: 1 passenger and 1 other; and injured 3 passengers and 1 other.

Officers.—V. K. Stevenson, *President;* James R. Bright, *Secretary and Treasurer;* Thomas L. Estell, *Chief Engineer.*

Company's office, Fayetteville, Lincoln County, Tenn.

East Tennessee and Georgia Railroad.

Characteristics.—Length from Knoxville, Tenn. to Dalton, Ga., 140 miles, of which about 125 miles are in Tennessee. Sidings and turn-outs, (in number 21,) 8 miles. Iron, 57 lbs. per yard. Maximum grade, 58 feet. Shortest radius, 1,432 feet. Truss bridges, (2,) 2,100 feet. Engine houses, 1; machine shops, 1; depot buildings, wood, 7, and brick, 7. Turn-tables, 6. Wood and water stations, 14. Repair houses, 20.

Equipment.—Locomotives, 12; cars: passenger, 10; baggage and express, 6: box freight, 95; platform, 20; gravel, 40; road, 10.

General Statement on the 1st July, 1859:

Share capital, paid in	$1,279,653
Funded debt, State loan	1,070,000
" " Individual	950,000
Floating debt	200,000
Cost of road and equipment	3,637,367

Operations for the year ending 30th June, 1859:

Receipts from passengers	$174,476
" " freight	122,242
" " other sources	22,000
Total receipts	$318,718
Expenses	131,152
Net earnings	$187,566

Officers.—C. Wallace, *President;* H. L. McClure, *Secretary and Treasurer;* Robert C. Morris, *Chief Engineer;* R. C. Jackson, *Superintendent.*

Company's office, Knoxville, Knox Co., Tenn.

East Tennessee and Virginia Railroad.

Characteristics.—Length, from Knoxville to State line of Virginia, 130.28 miles. Sidings and turn-outs, (28,) 5.11 miles. Iron, 58 lbs. per yard. Maximum grade, 68 feet. Total rise, westward, 2,628 feet; total fall, eastward, 3,406 feet. Shortest radius, 955 feet. Straight line, 76.73 miles. Truss bridges, (11,) 2,815 feet. Trestling, 2,401 feet. Culverts of brick and stone, 203. Road crossings at grade, 138. Stations: way, 20, and flag, 1. Engine houses, 2; machine shops, 1; depot buildings, wood, 15, and brick, 5; turn-tables, 6; wood and water stations, 12; repair houses, 2. Arched bridges, (4,) 345 feet; stringer bridges, (40,) 938 feet. Cattle guards, 343.

Equipment.—Locomotives, 10; cars: passenger, 10; baggage and express, 4; box freight, 64; platform, 35; gravel, 5: road, 20. Weight of engines, 25 to 26 tons; of passenger cars, 15,500; and of freight cars, 17,000 lbs. Dimension of passenger, 44 by 8 feet 10 inches, and of freight cars, 30 by 8 feet 7 inches.

General Statement, 1st July, 1859:

Share capital	$556,654
Funded debt, State bonds	1,602,000
" " Endorsed bonds	200,000
" " 1st mort. bonds	100,000
Floating debt	390,407
	$2,849,061
Cost of road	$2,310,033
do. equipment	156,364
Other property and assets	382,664
	$2,849,061

Operations for the year ending 30th June, 1859. Miles run by trains, 150,280, viz: passenger, 100,-

* Since completed to Oakland, 79 miles from Memphis.

862, and freight, 49,280. Passengers: through, 24,573, and way, 40,765. Fare: through, 2.97, and way, 4 cents per mile. Freight: through, 6,873 tons, and way, 19,657 tons, at 3.3 cents per ton per mile. Speed: passenger, 18 miles, and freight, 12 miles, or including stops, 17 and 10 miles. Average weight (without load) of passenger trains, 145,000, and of freight trains, 197,000 lbs.

Receipts from passengers	$176,492
do. freight	83,854
do. other sources	37,460
Total receipts	$297,805
Total expenses	148,638
Earnings less expenses	$149,169

Officers.—Samuel B. Cunningham, *President;* John Keys, *Secretary and Treasurer;* W. S. Temple, *Superintendent.*

Company's office, Jonesboro, Washington Co., Tenn.

McMinnville and Manchester Railroad.

Characteristics.—Length, from Tullahoma to McMinnville, 34.2 miles. Sidings and turn-outs, (7,) 3.5 miles. Iron, 62 lbs. per yard.

Equipment.—Locomotives, 2; cars: passenger, 2; baggage and express, 1; freight, 5; stock, 5; gravel, 2. Weight of engines, 23 tons; and of cars, 6 to 7 tons. Dimensions of passenger cars, 40 by 9 feet, and of freight cars, 28 by 9 feet.

General Statement, December 1, 1859:

Capital stock paid in	$144,894
Funded debt, State bonds	372,000
" " other bonds	34,000
Floating debt	5,000
Earnings applied to construction	34,729
	$590,623
Cost of road	$533,807
do. eqnipment	56,816
	$590,623

Operations for two years ending November 30, 1859. Miles run by trains, 32,065. Passenger fare, 4.3 cents per mile. Speed, 16 miles in motion, and 12 miles per hour including stops. Average weight of train, without load, 5 tons.

Receipts from passengers	$23,102
do. freight	20,913
do. other sources	3,600
Total receipts	$47,615
Total expenses	19,820
Earnings less expenses	$27,786

Officers.—P. H. Marberry, *President;* H. H. Harrison, *Secretary and Treasurer;* E. H. Cole, *Superintendent.*

Company's office, McMinnville, Warren Co., Tenn.

Memphis and Ohio Railroad.

Characteristics.—Length, 130.6 miles from Memphis to the Tennessee river, where it will connect with the M., Clarksv. & Louisv. R. R. Length completed, 100 miles, from Memphis to Humboldt. Number of sidings and turn-outs, 25; length, 3.85 miles. Iron, 58 to 63 lbs. Maximum grade, 52.8 ft. Total fall, 2,649 ft. Straight line, 111.6 miles. Truss bridges, 14; length, 1,480 ft.; draw bridge, 160 ft.; trestling, 10,700 ft. Cross-ties, 2,400 per mile. Stations: way, 12, and flag, 12; engine houses, 1; machine shops, 1; depot buildings: wood, 9, and brick, 1; turn-tables, 3; wood and water stations, 6.

Equipment.—Locomotives, 9; cars: passenger, 5; baggage and express, 2; box, 34; platform, 51; gravel, 51; road, 4.

General Statement, July 1, 1859:

Capital stock paid in	$570,000
Funded debt, State bonds	1,170,000
do. company's bonds	191,000
Floating debt	145,000
Balance from other sources	224,411
	$2,300,411
Cost of road	$2,159,267
do. equipment	141,144
	$2,300,411

Operations for the year ending June 30, 1859: Miles run by trains, 128,807, viz: passenger, 81,479, and freight, 47,328. Passengers carried, 62,609; fare: through, 3.87 cents, and way, 4 cents per mile. Freight, 47,560 tons.

Receipts from passengers	$71,574
do. freights	76,977
do. other sources	1,464
Total receipts	$150,015
Total expenses	62,158
Earnings less expenses	$87,857

Accidents.—Killed, 3; injured, none.

Officers.—Robertson Topp, *President;* J. T. Trezevant, *Secretary* and *Treasurer;* H. D. Pickett *Chief Engineer;* H. Coffin, *Superintendent.*

Company's office, Memphis, Shelby Co., Tenn.

Memphis, Clarksville and Louisville Railroad.

Characteristics.—Length, 56.8 miles; graded, 31.8 miles; connects south with the Memphis and Ohio Railroad, at the Tennessee river, and with the Memphis Branch of the Louisville and Nashville Railroad at the Kentucky line. Max. grade, 70 ft.; total rise, 699 ft., and fall, 877 ft. Shortest radius, 900 ft. Total curvature, 1,448 ft. Straight line, 41.8 miles. Truss bridges, 15; length, 2,255 ft.; draw bridge, 276 ft.; trestling, 7,676 ft. Culverts: wood, 2, and brick and stone, 117. Cross-ties per mile, 2,200. Road crossings, 4.

General Statement, December 1, 1859:

Capital stock paid in	$298,721
Funded debt, State bonds	70,000
Estimated cost of road	$1,137,400
do. do. equipment	100,500
	$1,237,900

Officers.—W. A. Quarles, *President;* Charles G. Smith, *Secretary* and *Treasurer;* George B. Fleece, *Chief Engineer.*

Company's office, Clarksville, Montgomery Co., Tenn.

Tennessee and Alabama Railroad.

Characteristics.—Length, from Nashville to Alabama State line, where it will meet the N. O., Jackson & G. Northern R. R., 57.52 miles. Length open, 45.81 miles. Sidings and turn-outs, 20; length, 3.80 miles. Iron, 57 lbs. per yard. Maximum grade, 80 ft. Total rise, 1,177 ft., and fall, 1,000 ft. Shortest radius, 1,910.8 ft. Straight line, 26.2 miles. Truss bridges, 19; length, 2,918 ft.; trestling, 1,396 ft. Culverts, stone and brick, 128. Cross-ties, 2,112 and 2,640 per mile. Crossings at grade: road, 38, and railroad, 1. Engine houses, 1; machine shops, 1; depot buildings: wood, 4, and brick, 1; turn-tables, 3; wood and water stations, 5; repair houses, 3.

Equipment.—Locomotives, 5; cars: passenger, 5; box freight, 11; platform, 12; stock, 1; gravel, 6; road, 2. Weight of engines, 20 to 28 tons; of box freight cars, about 7,000 lbs., and of passenger cars, 12 000 to 14,000 lbs. Dimensions of passenger cars, 42 by 9⅔ ft., and of freight cars, 28 by 9 ft.

General Statement, July 1, 1859:

Capital stock paid in	$595,923
Funded debt, State bonds	846,000
do. company's bonds	14,000
Floating debt	204,544
	$1,656,467
Cost of road	$1,109,037
do. equipment	76,016
	$1,185,053

Operations for the year ending June 30, 1859: Miles run by trains, 57,628. Passengers, 59,628. Fares: 4 cents for whites, and 2.5 cents for negroes per mile. Speed: 20 miles, or including stops, 18 miles per hour.

Receipts from passengers	$44,488
do. freight	27,206
do. other sources	3,435
Total receipts	$75,129
Total expenses	27,550
Earnings, less expenses	$47,579

Accidents.—Killed none; injured, one.

Officers.—John Marshall, *President;* R. H. Bradley, *Secretary;* F. Hardeman, *Treasurer;* A. Anderson, *Chief Engineer;* W. O'N. Perkins, *Superintendent.*

Company's office, Franklin, Williamson County, Tenn.

Louisville and Nashville Railroad.

Characteristics.—Length, from Nashville to Louisville, 185 miles, of which 45 miles are in Tennessee. Branches, 84 miles; none completed. Sidings and and turn-outs, (45,) 8.2 miles. Iron, 60 and 54 lbs. per yard on main line, and 52 lbs. on branches. Maximum grade on main line, 70 feet, and on branches, 52.8 feet per mile. Shortest radius, 955 feet on main line, and 2,640 feet on branch lines. Straight line on main road, 140 miles. Truss bridges, 16; length, 2,970 feet; drawbridge, 700 feet; trestling, 3,110 feet. Cross-ties per mile, 2,640. Stations: way, 27, and flag, 9; engine houses, 4; machine shops, 3; depots: wood, 16, and brick, 2; turn-tables, 6.

Equipment.—Locomotives, 21; cars: passenger, 14; baggage and express, 6; box freight, 102; platform, 60; gravel, 23; road, 40.

General Account.—October 1, 1859:

Capital stock paid in	$3,533,671
Funded debt, State bonds	540,000
do company's bonds	1,000,000
Floating debt	426,381
Cost of road	$5,592,247
do. equipments	401,845
	$5,994,092

Operations for the year ending 30th September, 1858: Miles run by trains, 830,978, viz: passenger, 294,467, and freight, 536,511. Passengers: way, 59,764, and through, 13,755. Fare, 3¼ cents per mile. Speed: express, 25; accommodation, 20, and freight, 15 miles per hour, or including stops, 20, 15 and 12 miles. Average weight of trains with load: passenger, 33 tons, and freight, 56 tons. Receipts and expenses for the two years ending September 30, 1859:

Receipts from passengers	$207,608
do. freight	197,528
do. mails	15,806
do. express	5,119
Total receipts	$426,061
Total expenses	199 204
Earnings, less expenses	$226,857

Accidents, 1858.—Killed, 2; injured, *none*.

Officers.—John L. Helm, *President*; James Guthrie, *Vice President*; W. Ranney, *Secretary*; George McLeod, *Chief Engineer*; James F. Gamble, *Superintendent*.

Company's office, Louisville, Jefferson Co., Tenn.

Mobile and Ohio Railroad.

Characteristics.—Length, from Mobile to mouth of Ohio river, 496; in Tennessee, 118.5 miles; completed, 319 miles; completed in Tennessee, 67 miles. Columbus (Miss.) Branch, 14 miles. Sidings and turn-outs, 60; length, 14.61 miles. Iron on main line, 68 lbs., and on branch, 56 lbs. Maximum grade, 40 ft. going south, and 30 ft. going north. Total rise, 748 ft.; and total fall, 854 ft., going north. Shortest radius, 1,433 ft. on main line, and 2,865 ft. on branch.

Equipment.—Locomotives, 27; cars: passenger, 19; baggage and express, 9; box, 144; platform, 232; gravel, 24; road, 31. Weight of engines: passenger, 22 tons, and freight, 28 tons. Weight of box cars, 9 tons; and of passenger, 12 tons. Dimensions of passenger cars, 47 by 9.5 ft., and freight cars, 29.31 and 39 ft. by 8.2 ft.

General Statement, July 1, 1859:

Capital stock paid in	$3,518,312
Funded debt, State bonds	774,000
do. company's bonds	3,532,786
Floating debt	726,546
Balance from other sources	770,985
	$9,322,629
Cost of road	$8,597,895
do. equipment	724,734
	$9,322,629

Operations for the year ending June 30, 1859: Miles run by trains, 398,984, viz: passenger, 185,318; freight, 180,277, and other, 33,389. Passengers, 95,895½; fares: way, 1st class, 4.5, and 2d class, 2.5 cents per mile; and through, 3 cents per mile. Speed: express, 24 miles, and freight, 12 miles per-hour, or including stops, 20 and 8 miles. Average weight of passenger trains, 56 tons; and of freight trains, 100 tons.

Receipts from passengers	$212 060
do. freight	599,715
do. other sources	32,395
Total receipts	$844,171
Total expenses	417,356
Earnings less expenses	$426,815

Accidents.—Killed, 11; injured, 2.

Officers.—Milton Brown, *President*; G. M. Parker, *Secretary*; A. F. Irvine, *Treasurer*; L. J. Fleming, *Chief Engineer* and *Superintendent*.

Office, Mobile, Mobile Co., Alabama.

Edgefield and Kentucky Railroad.

Characteristics.—Length from Nashville to Kentucky line, 47 miles: completed, 30 miles. Sidings and turn-outs 5, length 1.8 miles. Iron 58 lbs. per yard. Maximum grade 80 feet. Rise 1,202, and fall 1,098 feet. Shortest radius 955 feet. Straight line 36.1 miles. Truss bridges 8: length, 2,218 feet; drawbridge, 700 feet; trestling, 2,950 feet. Culverts, 116. Cross-ties, 2,640 per mile. Stations, 13; engine house, 1; depot buildings, 1; turn-tables, 2; wood and water station, 1.

Equipment.—Locomotives, 2; cars: baggage 1, box 4, platform 6, road 3. Dimensions of passenger and baggage cars 44x10 feet, and of freight cars 27½x9 feet.

General Statement, Oct. 1, 1859:

Capital stock paid in	$333,204
Funded debt—State bonds	612,000
Floating debt	60,900
Total means	$1,006,104
Cost of road to date	857,949

Operations for the year ending 30th September, 1859: Miles run by trains, 29,845, viz: passenger trains, 16,023, and other, 13,824. Passengers carried, 12,937: fare, 4 cents per mile. Speed 14½ miles per hour, or including stops, 11.6 miles.

Receipts from passengers	$8,029
" " freights	1,330–$9,359
Expenditures	1,872
Earnings less expenses	$7,487

Accidents.—2 persons injured.

Officers.—E. S. Cheatham, *President*; W. B. A. Ramsey, *Secretary* and *Treasurer*; A. Anderson, *Chief Engineer*.

Company's office, Nashville, Davidson Co., Tenn.

Central Southern Railroad.

Characteristics.—Length from Columbia to Alabama State line 47.58 miles (about 35 miles graded and 18 miles ironed). Iron, 57 lbs. per yard. Maximum grade, 68.64 feet. Total rise south, 1,116, and fall 1,116 feet. Shortest radius 1,432 feet. Straight line 28.19 miles. Truss bridges 8, length 1,620 feet; trestling, 2,725 feet; culverts, 136; cross-ties per mile, 2,640; road crossings, 29.

Equipment.—Locomotive 1; cars: platform 5.

General Statement, 1st October, 1859:

Capital stock paid in	$257,465
Funded debt—State bonds	312,000
Total means	$569,465
Cost of road	$539,859
" equipment	10,038–$549,897

Officers.—Thomas Martin, *President*; John Baird, *Secretary* and *Treasurer*; A. Anderson, *Chief Engineer* and *Superintendent*.

Company's office, Columbia, Maury Co.; Tenn.

Rogersville and Jefferson Railroad.

Characteristics.—Length from Rogersville to Jefferson, 14 miles (none finished). Sidings, 0.8 mile. Iron 50 lbs. per yard. Maximum grade, 68 feet. Total rise, 416 feet, and total fall 242 feet. Shortest radius, 955 feet. Straight line, 44,390. Truss bridge of 1,430 feet; trestling, 40 feet. Road crossings at grade, 10.

General Statement—

Capital stock paid in	$12,920
Funded debt—State bonds	23,000
Floating debt	22,000
Total	$57,920
Cost of road to date	3,500

Officers.—R. G. Fain, *President*; W. D. Prints, *Secretary* and *Treasurer*; E. Winston, *Chief Engineer*.

Company's office, Rogersville, Hawkins County, Tenn.

Nashville and Northwestern Railroad.

Characteristics.—Length, from Nashville to Hickman, Ky., 175; in Tennessee, 167½ miles. Under contract, 40 miles. Maximum grade, 68½ feet.

General Statement—

Capital stock paid in	$420,000
Floating debt	31,461
Total means	$451,461
Cost of road to date	367,166

The company will receive State aid to the amount of $1,675,000 for iron, and $200,000 for bridges.

Officers.—V. K. Stevenson, *President*; Thomas L. Bransford, *Secretary*; John V. Ewing, *Treasurer*; Fritz Hellner, *Division Engineer*.

Company's office, Nashville, Davidson Co., Tenn.

Philadelphia, Wilmington and Baltimore Railroad.

We copy from the late report of this company, the following statement of the operations of the Philadelphia, Wilmington and Baltimore Railroad Company for eleven months, ending October 31st, 1859.

Revenue of the Philadelphia, Wilmington and Baltimore Railroad for Eleven months, ending October 31st, 1859.

From Passengers		$718,071 18
" Freight and Express		238,794 81
" Rents		16,918 76
" Mails and Miscellaneous		41,178 99
Total revenue P., W. & B. R. R.		$1,014,963 74
Revenue, New Castle and Frenchtown Line:		
From passengers	$10,408 36	
" freight and express	9,864 63	
" rents, mails and miscellaneous	922 52	
Total revenue N. C. & F. T. Line		21,195 51
Tot. revenue of both lines for 11 mos.		$1,036,159 25
Expenditures.		
Interest on bonded debt, ground rents, &c.	$135,000 00	
All expenditures of the Phila., Wilm. & Balt. R. R., including maintenance of way, renewals and constr't'n of all new work	412,070 98	
Expenditures of the New Castle and Frencht'n Line	11,415 25	
Taxes and bonus to State of Delaware and New Castle County	10,166 67	
Total expenditures of all kinds, including interest, construction and renewals	568,652 90	
Add loss in operat'g the Delaware Railroad for 11 months	30,007 84	
Total		598,660 24
Balance		$437,499 01
From which two dividends, of 3 per cent. each, were paid on the 1st of April and October		$336,000 00

The dividend accounts are from the revenue of six months ending February 28th and August 31st, and do not correspond with the financial year. The net earnings for the year ending August 31st, 1859, and on which the dividends were declared, were $447,968 90, leaving a surplus of $111,968 90 after paying all expenditures for operating the

road, loss on the Delaware Railroad, also for all new work, such as new bridges, new track and new cars, engines, &c.

The expenditures of the road, have been only 40.60 per cent. of the gross revenue, and that these expenditures include everything, there being now no construction or renewal account. The operating expenses proper, excluding new work and improvements, are 37.40 per cent. of earnings.

The revenue and expenditures for the corresponding 11 months, ending October 31, 1859, were as follows:

Phila., Wilmington and Balt. Railroad—		
Passengers		$705,555 74
Freight and express		229,809 60
Rents		14,943 75
Mails and miscellaneous		40,920 63
Total revenue P., W. & B. R. R.		$991,229 72
New Castle and Frenchtown Line—		
Passengers	$9,495 74	
Freight and express	7,894 16	
Rents, mails and miscellaneous	1,031 28	
Total revenue N. C. & F. T. Line		18,421 18
Total revenue of both lines for 11 months, ending October 31, 1858.		$1,009,650 90
Expenditures for 11 months, ending October 31, 1858:		
Expenditures P., W. & B. R. R., including interest, &c.	$563,397 84	
Do. N. C. & F. T. Line, including taxes and bonus	22,989 21	
Loss on Delaware R. R.	41,005 68	
Total expenditures on both lines, including inter't, renewals, new work, and taxes and bonus		627,392 73
Which deducted from revenue, leaves net revenue for 11 months, ending October 31, 1858		$382,258 17

The above items of expenditure were $28,732 49 less for the 11 months, ending October 31, 1859, than for the corresponding 11 months of 1858, and the revenue was, for the same time, $26,508 35 more, thus showing a net result of $55,240 84 better than for the same time in 1858.

In the account with the Delaware Railroad, that road is charged with the expense of operating, and credited with the proportion of earnings due to it. The proportion of earnings due to the Philadelphia, Wilmington and Baltimore Railroad is added directly to our own revenue. In order, therefore, to understand the relation of the Delaware Railroad to our own road, the following explanations are necessary.

During the 11 months ending October 31, 1859, the Delaware Railroad has increased the revenue of the Philadelphia, Wilmington and Baltimore Railroad, and that of the New Castle and Frenchtown and New Castle and Wilmington Railroads, by reciprocal business, $78,485 15.

If we charge to this increased revenue the average rate of expenditures on our own railroad, or 40.60 per cent. of the gross revenue; there will remain to the Philadelphia, Wilmington and Baltimore Railroad as profit from this business, $46,620 18, from which deduct the loss, in operating the Delaware Railroad, $30,007 84, there remains $16,612 84, as an absolute profit on the business derived from that source.

The country is constantly improving along the line of the Delaware Railroad, and the population rapidly increasing. The products of the Peach orchards that have been planted within the last three years, will soon furnish more than one entire freight train daily, during the season. This road is now extended to the State line, from whence it will be built by a company in Maryland to the waters of the Chesapeake. When it reaches this far, it will enable us, without impairing the business of our own line, to compete successfully for cheaper freight and passengers with the outside steamers now taking so large a share of the business from the South directly to New York. For a number of years past, these outside steamers from Savannah, Charleston and Norfolk and Richmond, have taken all the freight, and many of the passengers, to and from the South; indeed all the passengers who have not had business to call them through Washington, Baltimore or Philadelphia; and thus, while our Southern business has remained stationary, or increased but little, the great increase of intercourse between the North and the South has gone to build up a powerful and rival interest to the railroad. Much of this business that has been thus diverted from us, can, by means of the Delaware Railroad extension, be brought back upon the land, while by improved connections at Washington, with the Southern lines, the better paying business in both freight and passengers, can be attracted that way.

Cost of Road.

The cost of road has been reduced since the last annual report, $236,214 60. This has resulted from a part of the surplus revenue, the whole of renewal fund, and the proceeds of the sale of some materials belonging to road being placed to the credit of road account. The amount to the credit of revenue at this time is only that which has accrued since August 31, 1858.

Bonded and Floating Debt.

The company has no floating debt, but, on the contrary, a large amount of available means beyond current liabilities.

Of the new loan authorized by the stockholders of $2,600,000, there has been disposed of $2,185,000, of which $2,000 has been redeemed and canceled.

There has been exchanged and paid off of the loan due July 1, 1860, $2,016,291 05.

There now remains unexchanged and unpaid of the loan due July 1, 1860, $145,485.

The loan, due April 1, 1858, of $144,000, was paid, as was stated in the last report, in cash. In the payment of the above loan, due April 1, 1858, and in exchange of the loan due July 1, 1860, there has been used of the current revenue of the road, $124,524 80. This sum may be regarded as a surplus invested in the bonds of the company.

New Iron, New Track and New Work.

During the year there have been relaid 9.67 miles of track, in relaying which 683 tons of new iron have been used, and 21,662 new cross-ties. The track is believed to be now in better order than ever before. It is yearly improved by new ballasting, and more thorough drainage. The light rail of 50 lbs. per yard, is still found to answer a better purpose upon the whole than the heavy rail of 65 lbs., for the reasons heretofore given, that a better quality of iron is obtained, and a better manufacture in the light, than in the heavier rail.

During the time which this report embraces, there have been built two new cattle guards; three new culverts; and two new bridges each of 60 feet span, at Naaman's Creek; a new abutment and two new piers have been partly completed at Darby Bridge. Bush and Gunpowder bridges have had extensive repairs and renewals, and a portion of each bridge has been filled up and made solid by embankments of gravel. It will be the policy of the Directors to keep both of these structures as well as all other bridges in the most perfect condition of repair and safety.

New Cars and Engines.

Since the last report there have been added to the stock of cars, seven 8-wheel freight cars; two 8-wheel platform baggage cars for crates; and one 8-wheel passenger car. Two of the long passenger cars have been rebuilt, and converted into sleeping cars, which are now used regularly on the night trains between Philadelphia and Washington by means of which passengers have a comfortable night's sleep, and are not disturbed by any change of cars at the Susquehanna river, or at Baltimore. This and the new system of baggage crates, will greatly facilitate all through travel.

All cars have been kept in a good state of repair and efficiency, excepting those noted in the schedule as broken up.

There have been placed upon the road, two new coal-burning engines, the George Washington, (passenger,) and the John E. Thayer, (Freight,) both of the Dimpfel plan. The engines have all been maintained in high state of repair and efficiency.

Railroad Connections.

The connections South and Southwest have been improved and extended since our last report. The extension of the Orange and Alexandria Railroad to Lynchburg will be completed during the present month, and the Mississippi Central Railroad about the same time. The route across Florida from Fernandina to Cedar Key, will soon be finished and become an important tributary. By these improvements the time between New Orleans and New York, will be reduced to about four days. Several other routes at the South are also progressing towards completion, all calculated to increase our business. At the West the Marietta and Cincinnati road will soon be in working condition, and will be a valuable tributary. A very important connection at Washington has also been projected, by which the Washington Branch will be extended to the Potomac river, thus doing away with the use of omnibuses for Southern and Southwestern travelers at that point. Every one who has traveled this route by night or day will readily appreciate the value of this improvement. Independent of its value to passengers it will give us in connection with the extension of the Orange and Alexandria road, the command of a large and valuable freight business which has heretofore gone in other directions by much longer and more circuitous routes.

Port Deposit Branch Railroad.

The land damages on this route have now been adjusted, so that this work can be finished as soon as may be thought desirable.

Track.

The track is in first rate condition in all respects. During the last eleven months between seven and eight miles of track have been raised up on a new bed of gravel for ballast.

Susquehanna Ferry.

The boat has made every trip in the schedule, and answered as heretofore all the demands of the business of the road. The boat and ferry have been kept in thorough repair.

Buildings and Fixtures.

The buildings and fixtures have all been kept up in good order. The roof of the front part of the depot at Philadelphia has been newly covered with leaded tin, and preparations are now making to cover the rest of the building with iron. Great improvements have been made at Southwark, on the Delaware. Seventy-one hundred and fifty-four square feet of land have been made by filling up the dock; and a new building, 55 by 110 feet, is now being built for the accommodation of the through freight from New York to the West and Southwest, and tracks and pens are also to be arranged for the transfer of cattle from the West to New York. The boats of the Camden and Amboy Railroad now come daily to this depot with the through freight, from New York which is rapidly increasing, and is destined, at no distant day, to form a very important item in our revenue. The terminus of the Pennsylvania Railroad has now been fixed at Southwark, and will be reached over our road from Gray's Ferry Bridge, the use of which will add considerably to our revenue and diminish the expenses on that part of our road.

Real Estate.

There has been no real estate sold since our last report, excepting the lot on South Charles street, Baltimore, for $1,500; the proceeds of which, when paid over, will be invested either in permanent improvements, or in the mortgage loan of the Company.

New Ticket System.

This system still continues to give universal satisfaction, and has prevented many of the frauds heretofore practised upon the road by travelers under the old system.

Free Passes.

Free passes are still a source of great annoyance, and will remain so until some more uniform system is devised and put in operation by all the roads. The difficulty seems to be in deciding between those who are really entitled to this courtesy and those who have no claim to it. Those who have the least claim are generally the most clamorous, while many of those who really are entitled to consideration in this respect prefer paying their fare to being ranked among the motley throng of dead heads.

The whole whole number of free passes for 11 months was 9,373, who rode equal to 540,670 mile for one passenger. Much the largest proportion of these were the employees and officers of our own road and those of other roads having direct business relations with us.

The Contract System.

This system still works well, and is productive of much saving to the company. It likewise promotes regularity in running the trains, and in all branches of our business. It diminishes accidents to both persons and property, by bringing home the responsibility directly upon individuals instead of the corporation.

There is no doubt when this system is better understood it will be generally adopted, and be the means of saving large sums in the management of our railroads. Like everything else which is new and comparatively untried, it is looked upon by those unacquainted with it, with doubt and suspicion. Its general adoption must depend, however, upon its results when reduced to a more extended practice. So far as we have tested it, it has been most satisfactory in all its bearings.

Policy of Management.

We have seen no reason to change the views expressed upon this subject in our last report. We have encouraged business from every source that promised any profit. We have given especial attention to the cultivation of local business in both freight and passengers, believing that any new branches of business established on our line must result in our profit.

Finally, we congratulate the stockholders upon the substantial prosperity of their road. It is now established on a firm basis. Its earnings are certain. Its expenditures are brought within a certain and fixed ratio to earnings, and its dividends will be certain and reliable. Its resources are such that the road and fixtures can be as they have been for some time past constantly improved to meet the growing wants of the community without any increase of capital or diminution of dividends.

The general balance sheets of the Philadelphia, Wilmington and Baltimore and the New Castle and Frenchtown Companies, are given separately, as follows:

Philadelphia, Wilmington and Baltimore R. R.

DEBIT.

Capital Stock, 112,000 shares	$5,600,000
Mortgage loan, due July 1, 1860	145,485
do. do. July 1, 1884	2,183,000
Improvement bonds, due May 1, 1863.	119,000
Mortgages on real estate	40,950
Ground rents	10,000
Subject to dividend and interest	$8,098,435
Current liabilities, including Delaware R. R. interest, payable Jan. 1, 1860, ($25,262)	146,855
Net revenue, credit to profit and loss, and deducting loss on Delaware Railroad, $30,007, and two dividends, $336,000	223,223
	$8,468,513

CREDIT.

Road, including Susquehanna Bridge	$6,832,858
Port Deposit Branch	109,515
Terminus at Washington Avenue	56,944
Stock owned by company	744,425
Real estate required for road	45,044
Cost of road and appurtenances	$7,788,786
Assets, including real estate, $208,000.	600,765
Advances to connecting roads	78,962
	$8,468,513

New Castle and Frenchtown Line.

DEBIT.

Share capital	$744,520
Dividends unclaimed	805
Open account	22
Tax and bonus to State of Delaware	3,334
Treasurer Phila., Wilm. & Balt. R. R.	479
	$749,161

CREDIT.

Railroad	$699,514
Real estate	24,037
	$723,551
Chesapeake and Delaware canal stock	25,000
Bonds and mortgage	43
Cash	567
	$749,161

Material Progress in Maine.

The following, clipped from Gov. Morrell's message, gives a very clear outline of the national progress of this State from the time of its separate existence:

The valuation of real and personal estate in 1821 was taken at $20,962,778; in 1830, at $28,807,687; in 1840, at $69,246,288; in 1850, at $100,037,969; and in 1860, it will not fall short of $175,000,000.

The tonnage of the several districts of the States in 1820 was 67,274 tons; in 1830, 70,585; in 1840, 110,000; in 1850, 646,600; and in 1856 was 782,000, an amount equal to one-sixth part of the entire tonnage of the nation. There were, in 1820, 14,347 tons of vessels built in the several districts; in 1840 there were 55,598; in 1850, 149,907.

The estimated value of capital invested in the various branches of manufactures in 1820 was $1,459,450; in 1840, $7,105,620; in 1850, $14,700,000; and in 1859, $25,000,000.

The annual value of manufactures of all descriptions in 1820 was $3,058,000; in 1850 it was estimated at $34,665,132; and at the present time cannot be less than $35,000,000, in which estimate lumber is not included, the annual value of which is not far from $7,000,000.

The agricultural capital in 1825, including improved lands, buildings, cattle, farming utensils, &c., was estimated at $30,737,255, the number of acres of improved lands being 753,076. The capital invested in this pursuit in 1850 amounted to $66,852,031, and there were 2,039,569 acres of land under improvement. The increase in the products of the soil, in quantity and quality, will be found to be in proportion to the increase of the land cultivated. In 1820 there were 143,315 neat cattle, in 1840, 327,255, in 1850, 343,339, and for the same years respectively, the products of the corn, wheat, oats and rye were 858,381, 2,813,044, and 4,230,268 bushels.

The aggregate average Bank circulation from 1820 to 1825 was $966,105, while for a similar period from 1854 to 1859 it was nearly $5,000,000. The amount of capital invested in works of internal improvement up to 1840, was less than $1,000,000, in 1850 it was between $5,000,000 and $6,000,000, and at the present time there are estimated to be $17,800,000 invested in railroads alone.

These estimates do not embrace a large amount of capital, in the aggregate, employed in various small manufactures and mechanic pursuits, which have sprung up in the interior and along our lines of railway and which give profitable employment to the people who conduct them on their own account.

The Great Eastern.

Report of the Builder, Mr. J. Scott Russell, *to the Shareholders.*

The following interesting report has been addressed to the Shareholders by the builder of the great ship, Mr. J. Scott Russell:

As one of the originators of the design of the great ship, and as the builder of the ship, I find it an imperative duty to lay before you, as the owners, a short report on the present state of your property.

1. It has been proved conclusively by the late trials, and contrary to general expectation, that the great ship is as handy and manageable as a small vessel.

This is no light gain—for it was constantly put forward as one of her disadvantages, that there were not two harbors in the world she could enter. It is now proved that that there is no port, where any ship of equal draft of water could safely navigate, that the great ship could not enter. Here, then, is one fact established, by experience, in contradiction to one of many hostile predictions. The fact proves that the means adopted in her original design—to make her steer well—have been entirely successful. Now, look at the real effect of these facts on the value of the property. She can now be safely chartered to sail from Southampton, Weymouth, Milford Haven, Holyhead, Liverpool, Kingston, Cork or Galway. She can be navigated up the Hoogly—if not to Calcutta at least to Diamond Harbor. Sidney and Melbourne are open to her in Australia, and Portland in Maine; and New York might be safely approached as near as by other vessels of the same draft of water. The great ship, therefore, is neither an exception nor a monster, but is able to thread safely the entrance of any harbor where she is likely to find work to be done.

2. It has been conclusively proved, by the late trials, that the sea-going qualities of the great ship are good, and that her properties as a piece of naval architecture are what I, who designed her lines, intended. It was said that, from her great height out of the water, she would be crank, and lie over on her side as the *Perseverance* did; experience has shown that she stands up admirably, and that under sail she has little inclination. Others said she would have the opposite effect, and would be so stiff as not to yield at all to a heavy sea. By this defect, the sea, they said, would strike her like a rock, and do her great damage. Now, the contrary of this has also been proved, and she has a gentle, easy, rolling motion, with scarcely any pitching, but just enough of both to prevent her having anything to fear from the shock of the sea.

3. It has been proved that the great strength of her mechanical construction had not been overstated by her designers. If any trial on land could conclusively have proved this, the great strains she underwent at launching, without change of shape, did so. But experiene of the ship, under the strain of the engines when under way and working up to more than 7,000 horse power in the sea, has shown that the vibration which in vessels of high speed is so common an indication of weakness, exists in her to a smaller extent than in any other ship ever built. She has, therefore, been proved to be, even for her great size, the strongest vessel in the world.

This is the most prominent fact to bear in mind in estimating the value of your property, and it most materially affects the question of insurance.

4. In regard to safety. The peculiar structure given her, consisting of longitudinal strengthening, and an unusual number of longitudinal and transverse bulkheads, by which she is divided into many water-tight compartments, has stood the severest test. The efficiency of these compartments was tried before the vessel left the Thames. A portion of the vessel was entirely filled with water up to the level of the deck. 120 feet of her length

were for some days inundated as completely as if that portion of the vessel had been torn open by running on a rock. During this period the remainder of the ship was perfectly dry. Even the sad accident of the explosion of a heater, so deeply lamented from its injury to life, did nevertheless prove the efficacy of this peculiar structure of the ship in securing the general safety; for the whole of the damage was confined to the compartment where it originated.

5. In regard to speed. The facts which have been ascertained, are, that in the first trials, made under the disadvantages attending every novelty, the vessel attained a speed of 14½ knots, or about 17 statute miles an hour. It is right that you should be informed that 14½ knots was the original speed assigned to the vessel by Mr. Brunel in the early reports to the directors of the original company. There is, therefore, no good reason for disappointment on this head. It must be admitted that there were many people who hoped for more, but they had no right to expect it, for the vessel has an extremely small proportion of power for her size. The object of this small power was great economy of fuel on a long voyage. Taking into account the great size of the ship, and the comparatively small amount of horse power intentionally given to her, she realizes a greater speed than any vessel hitherto constructed.

6. In regard to the nature and speed of a voyage. It ought to be kept in mind that the great ship was not built for extreme speed on short voyages, but for the express purpose of maintaining fair speed, with great economy of transport, on a long run of over 13,000 statute miles. For this use, and this use alone, were all her contrivances of construction originally designed. In considering, therefore, how to turn this property to profitable account, you should never lose sight of the fact that she is able to do this voyage in one-third less time than it has yet been done.

7. Cost of transport. I find, according to our present experience, that the cost of running the ship is £2 a mile, including every kind of expense. The goods alone which she can carry, even at the most moderate freights, will repay this cost, and leave the entire passenger traffic as pure profit. The freights she could earn by passengers are more than double what she could earn by goods.

8. Remuneration from passengers. The comparative exemption of passengers by this ship from sea-sickness, confined cabins, close air, and the other usual inconveniences of a sea voyage, has been proved by experience to be more complete than her most sanguine promoters anticipated. The large space afforded for air and exercise, the light, luxury, and ventilation of the cabins, have never been paralleled in any other ship. There can, therefore, be no doubt that, on those great lines which passengers frequent in large numbers, a strong preference would be given to that ship which substitutes for the sickness and misery of a long sea voyage all the comfort and luxury of a hotel. Two thousand people can be thus conveniently accommodated at fares that would yield a net revenue of £4 a mile.

9. Summary of results. Such, then, are a few of the sea-going qualities and money-earning capabilities of our ship; and you will thus see that all the qualities and powers of the vessel originally promised when she was designed have been borne out by experience. She has proved handy and manageable, so as to go into and out of any harbor in this or other countries that affords suitable traffic. She has ample power to stand up in a seaway or storm, without such rigid stiffness as to make the sea strike her with violence. She has proved herself the strongest ship in the world. She has proved that in danger, from external violence or internal accident, her system of separation into compartments is so successful that no damage to one part of her affects another. She has realized the speed for which she was designed, and which is such as to enable her to reduce the time of a voyage to Australia from 59 days to 39 days. She can not only carry coal for the entire passage to Australia, but find room besides for 5,000 tons of goods. Along with this, she affords ample accommodation for from 500 to 800 first class passengers, and might be fitted up for 1,000 additional berths, as first or second class, and 1,500 third class, if desirable. She has been proved to afford comparative immunity from sea-sickness, along with the comfort and luxury of a first class hotel; thus rendering a passage across the sea in every way more enjoyable than a long journey by land.

Such are the proved advantages which our ship presents, and yet we are told that our property is a bad one, and must be laid aside as unseaworthy.

It has been stated that the ship is not now completed throughout her whole extent. Of course she is not. She was not meant to be entirely completed until after her return from America, when her permanent station and trade could be determined. Originally, she had been designed to accommodate 3,000 passengers, or 10,000 troops; but for the purpose of going to sea, on her trial trip to America, she was only to be completed for 675 passengers. Only two compartments of her length—one of 90 and another of 60 feet long—were completely fitted up for passengers. The rest of the ship remains, as intended, almost entirely unfitted, or provisionally fitted only, for temporary purposes.

Before I conclude, let me say a few words about myself. You have been taught to suppose that you and I have opposite interests. Do not believe it. My interests can never be separated from those of the great ship. I am proud to have been her builder. I expect yet to earn great reputation by her; and I am, like yourselves, a large shareholder. It is, therefore, my interest, even more than yours, that your property in the ship would turn out valuable. It is true, you owe me money for work done; but we are not, therefore, enemies. I want no more for my work than three honest and able arbitrators, to whom you and I have both referred the matter, shall say is due to me. Let us both, therefore, set about turning our mutual property to account, for our mutual good. As a fellow-shareholder of the ship, let me tell you what is now wanted is the best possible management of the ship. Steam-shipping property is not easily managed; but, if you can agree upon men of ability, experience, and success in the management of steam property, to take the entire practical control of the executive part of your business, you will not be disappointed with the result.

Journal of Banking Law.

Deposit in Savings Bank, Effect of Regulations as to.

Banks, as the custodians of individual wealth are sometimes placed in embarrassing positions, by two or more individuals claiming the same deposit. In such circumstances they are under obligations not only to protect the real depositor, but they are under the necessity of so conducting as to protect themselves. To obviate difficulties of this kind various rules and regulations are enacted by the officers of these institutions. But however useful and important these rules may be, they cannot provide for all the unknown cases that may arise, nor will they be allowed to override the rights of other persons that may be affected by them. Banks may make rules as to the manner in which they will receive deposits, and assume the responsibility of a custodian of money; but if deposits are received by the bank, not in accordance with the rules, or an actual violation of them, the question may very properly arise, does not the bank waive the force and protection of its rules, by permitting a departure from them.

The case of Wallace vs. Lowell Institution for Savings bears upon this subject. The plaintiff in this case deposited, through her agent Mary Adams, $41 in the defendants' savings bank. According to the rules of the bank, the name of the depositor should be written, by himself, in a book kept for that purpose, so that when the depositor wished to draw the money, the bank could compare the signature of the drawer with that of the depositor, and thus detect any person in the attempt to draw wrongfully the deposit of another. The plaintiff, instead of signing her name, herself, in the book of the bank, authorized her agent, Mary Adams, to sign for her. Mary Adams accordingly went to the Bank, as though she herself was making the deposit, signed the name of the plaintiff "Harriet Wallace" in the book and deposited the before mentioned $41, received return the usual bank book and carried back the plaintiff.

The plaintiff afterwards went herself to the bank and deposited thirty dollars more. Neither of them, however, disclosed to the bank the fact that the first deposit was not made, or the name signed in the bank's book, by the person really depositing the money.

The plaintiff subsequently called at the bank with her book and demanded payment of the money from the defendants, who desired her to write her name, which she did, and they compared it with her name as written by Mary Adams on their signature book, and, discovering the difference between them, refused to pay over the money. The plaintiff then explained the reason of the difference and how the first deposit was made, and stated that the money belonged to her; but the defendants refused to pay it over, unless she would furnish some reasonable evidence that she was entitled to it, or would give them a bond of indemnity. The plaintiff afterwards made an affidavit, setting forth in substance the facts which are here stated, and delivered it to the defendants, but never offered them any bond.

The defendants' treasurer testified that "it always had been the invariable rule and custom of the corporation to require depositors, when making their first deposit with the corporation, if they could write, to sign their names upon the signature book of the corporation; and that, when depositors could not write, they were required to make their mark in the signature book, in the presence of an attesting witness: that the defendants identified the owners of deposits by a comparison of their signatures with those written in the book of the corporation at the time of making the deposit, that it was their practice to rely on this evidence alone.

Prefixed to the books given to the plaintiff and to other depositors was a printed statement, parts of which were thus: "Deposits will be entered in the books of the institution and also in a book to be given to the depositor. This book will be evidence of their property and as valid as a note of hand. When money is drawn out this book must be brought to the office to have the payment entered." "Persons who put in money must sign the rules, and agree to conform to them." "All deposits shall be entered in a book to be given to the depositor, which shall be his voucher and the evidence of his property in the institution.

The jury found a verdict for the plaintiff for the amount of both sums deposited, and the defendant appealed to the Supreme Court. The following is the opinion.

Dewey, J.—The production of the deposit book of the savings bank, in the usual form in which

such deposits are entered in the books delivered to the depositors, and in which the plaintiff is stated to be a depositor of the sum of $41 and $30 accompanied with proof to the jury that the plaintiff is the person described in the book, and that the money was hers and deposited solely on her account, would seem quite sufficient evidence to authorize a jury to find that the money was due to the plaintiff, and, if the defendants had refused to pay it to her on proper demand, would authorize a verdict against them so detaining the money. Such must be the case, unless there is something peculiar in the matter of deposits in savings banks generally, or this bank in particular; that will defeat the right of the plaintiff to maintain her action.

It is said, on the part of the defendants, that the contract made by them, as to this deposit, was exclusively with the individual personally paying the money. But we see no ground for that assumption. The contract is with the person named in the deposit book as the depositor; not with the servant or agent by whose hand the money is delivered, if the deposit be made through an agent.

Nor do we see how any evidence of a custom of the defendants to require depositors to sign their names upon making the first deposit, or that, when money is deposited by one person for the benefit of another, it must be so stated and entered on the books of the corporation, or they will not receive such deposit, can avail to sustain any right on the part of the defendants to retain to their own use any money of another that they have taken on deposit, and in whose favor they have issued the usual deposit entry. The practice thus offered to be shown is doubtless a very convenient and proper one; one which the defendants have a right to adopt; and to refuse taking any money on deposit unless such condition is complied with. But it cannot avail, unless they insist upon such condition when the money is offered and accepted as a deposit, and passed the same to the credit of the real owner on the deposit book, they are bound to account with such person therefor, unless it can be made to appear that there is some palpable violation of the by-laws that would preclude a recovery of the same.

We do not understand that any by-law of the institution, in terms, require any such acts as are attempted to be shown to have been usual, or by custom required in fact. The requirement in the by-laws, that the party depositing shall by his signature signify his assent to the regulations and by-laws, might be as fully complied with by a signature by an agent, or by another person writing the name of the depositor, at his request and in his presence, as by the depositor's own signature. The question of identity as to the real person who makes the deposit, and who would be legally entitled to withdraw it, is doubtless an embarrassing one to the officers of savings banks. The possession of the bank book, containing the statement of the deposit, would ordinarily be satisfactory evidence on this point; but the possession of the book may have been obtained by theft or fraud, and, therefore, something further may be convenient and useful for the greater security of the bank, by way of establishing the fact of identity of a depositor.

It is urged upon us, that the defendants, in a case like the present, would pay at their peril, and that they ought not to be exposed to an action at law through the acts of the plaintiff's agent, who by her conduct rendered it thus difficult for the officers of the bank to determine what person was entitled to this deposit. But it cannot be denied that the evidence offered on the trial relieved the case of all doubt as to who was the real owner of these funds, and for whom they were held on deposit. The evidence was full and decisive that it was the plaintiff's money, and that she alone was entitled to it.

The only hardship in the case is, that the same amount of evidence was not exhibited to the defendants before the suit was instituted. But in addition to the possession of the deposit book, with an entry to the credit of the plaintiff, which would be strong presumtive evidence to establish the right of the plaintiff to the money, the plaintiff had furnished them with her affidavit, duly subscribed and sworn to, declaring the precise facts in relation to this deposit as they are now established by other evidence. It is time that this affidavit was not that legal evidence which would be required to prove ordinary facts in a court of justice, but it added certainly to the probabilities that the plaintiff was the real depositor. It is that species of evidence which is admissible to prove the loss of papers, and authorize the admission of secondary evidence.

The plaintiff, it is true, might have given the defendants a bond with sureties, to save them harmless upon payment of the deposit to her. this, we think, was not absolutely required of her, when no other question arose but that of identity of the depositor. Such security by bond is required in cases where a savings bank is summoned as trustee of a depositor, and there is, in the opinion of the court, any doubt as to the identity of the defendant.

That case, however, differs materially from the present in the necessity for such a provision; and the bond is there only to be given when, in the opinion of the court, there is a doubt as to the identity of the depositor. That is also a statute provision. There was no statute requiring it here, and no by laws to that effect, and no case that the court can say made such bond a prerequisite to maintaining an action for the deposit.

The judgment was thefore affirmed in favor of the plaintiff.

Report of the Richmond and Danville Railroad Company.

The gross income of this road from all sources amounted to $491,674 34 in the fiscal year ending 30th Sept., 1858. The Board are now gratified to inform the stockholders, that the gross income for the fiscal year just ended reached $554,203 06, showing an excess in the earnings of $62,528 72. Of this excess, over $29,000 was received from passengers, and over $33,000 from up or outward freight, whilst there was a decrease of over $8,000 from inward or down freight. This decrease, no doubt, partly arises from the detention of wheat in the country on account of a general failure of the corn crop, and the ruling low prices of wheat. The large receipts of that staple since the close of the fiscal year, continuing even to the present time, lead us to anticipate a corresponding increase in the down freight to be exhibited in the present fiscal year. Had there been a corresponding increase in the down freight, the total increase of revenue would have reached upwards of $100,000.

Of the income stated above, the net earnings amounted to $292,988 38, or 52 86.1 per cent., whilst the working expenses reached 47 14.1 per cent.

Indebtedness of Company.

Of the debt of $250,000 due the first day of August, 1859, $249,000 have been paid, leaving only $1,000 thereof unpaid, the bonds for which have not been presented. Of the debt of $150,000 due on the first day of November, 1860, $10,600 were paid before the close of the last fiscal year; and no doubt exists of the prompt payment of the balance at or before maturity. The debt of $600,000 due the State of Virginia was contracted by a loan from the State upon the condition of the annual payment of 7 per cent. in semi-annual instalments of $21,000 each for thirty-four years. The compliance by the company with the regular payment of interest liquidates this debt, in the time specified, so that no farther provision for its payment will ever become necessary. It may therefore be regarded as an annual charge upon the income of the company for twenty-seven years to come, nearly seven years of the time having already elapsed. A further debt of $200,000 was contracted by the company and guaranteed by the State, payable in the year 1875, the interest upon which has been punctually paid.

The payment of the preceding debts was in part effected by the creation of a sinking fund, by investment in State stock, in the re-sale of which, the premium and interest made a profit to the company of $10,276 62. There was also a further gain made for the company of $3,315 47 by anticipating the payment of the bonds of 1859 and 1860.

The payment of the debts, with the increased income of the company, the continued good order of the road and of the rolling stock, and the generally prosperous condition of its affairs, in the opinion of the Board, justified the declaring of a dividend of 4 per cent. upon the capital stock of the company. This dividend in the aggregate amounts to nearly $80,000.

Condition of Road, Building and Rolling Stock.

During the past year the road-bed and track have been kept in good order and excellent condition. The flat rail on three and a half miles has been substituted by the heavy T rail; and the work of substituting is gradually progressing. On that portion of the road between the junction and the Appomatox, from which it is contemplated to remove the flat rail at an early day, no further outlay has been deemed proper than was required for the safe operation of the road; but upon that portion between the junction and Staunton river, where the substitution will take place at a later period, the sills and stringers have been thoroughly replaced and renewed, so as to make the wood work as good as new; and all defective iron has been replaced by the good iron removed from the track below.

These improvements and renewals have been attended by heavy expenditure, and have swelled the amount for total repairs of roadway to $101,898 64. To this is to be added the expense of substituting the heavy T rail, the stone piers for the trestling in Staunton river low grounds, and the culvert at Meherrin. A new depot has been erected at Wolf Trap, and that at Amelia Courthouse considerably enlarged; extensive improvements have been made on the depot lot in Richmond, the engine house and passenger car houses in Manchester completed, and passenger houses and platforms have been added, and some of those already existing have been enlarged. which have also led to extraordinary expenditures.

The motive power has been increased by the addition of one locomotive, but in the company's shops; and the rolling stock by one first-class and one second-class passenger car; thirty new eight wheel box freight cars; seven new eight wheel flat cars; six new four wheel coal cars; one new four wheel gravel car, all completed in the company's shops, at a great saving of cost. The whole of the rolling stock has been kept in thorough repair, many of the old cars having been entirely replaced by new ones, not embraced in the account of new work.

The gratifying exhibition of the condition of the company is due to the proper execution of their duties by the officers of the company generally, and especially to the faithful and efficient services of Charles Campbell, late Superintendent of Transportation.

Branch Roads and Extensions.

The extension of the Roanoke Valley road from Clarksville to Keysville on the Danville road, is in process of construction. The whole of it has been placed under contract, and a large force is now employed on the work. The energy with which it was commenced and is now prosecuted, give assurance to your Board of its early completion. It is difficult to estimate the great increase in travel and tonnage which will ensue upon its junction with this road, penetrating, as it does, one of the most fertile and densely populated portions of Virginia and North Carolina.

A company has been incorporated by the State of North Carolina, under the name of the Dan River and Coalfield Railroad, to construct a road from the region of the coal fields down the valley of the Dan, to the Virginia line near Danville, from which point it is contemplated to extend it to Danville. That company has been organized, and a large amount of money subscribed. The line of this road brings within our reach extensive coal fields, and passes through a country rich in minerals, and unsurpassed in fertility. The completion of that connection will greatly enhance the profits and add to the prosperity of this road.

A third connection is also in contemplation, stretching primarily to the base of the Blue Ridge and thence through the copper regions, forming a connection with the Virginia and Tennessee road at the most eligible point. The stockholders of this company have heretofore expressed a warm interest in the success of this enterprise; and by their direction a preliminary survey was ordered by the Board of Directors. That survey has been completed, and the accompanying report of the Engineer will give the details for the information of the stockholders. The Legislature of North Carolina, at its last session, refused to permit any direct connection between the Richmond and Danville road and the North Carolina Central road. The repeated refusal on their part to comply with the long-cherished wish and expectation of this company, and of that portion of their own citizens so directly and deeply interested, furnishes a just cause of regret. But the justice and propriety of allowing a free intercourse by the best and most approved means of communication between the citizens of the two States, bound together as they are by the closest ties of interest and friendship, give the strongest confidence of ultimate success.

Financial Statements.

The receipts for the year ending 30th September, 1859, were as follows:

From local passengers	$107,663
" through "	74,186
" outward freight	159,845
" inward "	152,807
" intermediate "	14,639
" coal "	12,615
" stone "	1,467
" Belle Isle "	3,483
" express "	8,024
" U. S. Mail	19,523
Total receipts	$554,203

And the payments were as follows:—

For sundries	$323,697
" wood	16,465
" stock killed	447
" lost and damaged freight	1,241
" salaries	6,513
Total expenditures	$350,363
Less extraordinary expenses	89,149
	$261,214
Earnings beyond working expenses	$292,989

The following shows the financial condition of the company at the date above named:—

	Dr.
Share capital	$1,980,997
Subscribed by individuals $482,399	
" by counties 310,000	
" by St. of Virg'a, 1,188,598	
Received from unknown stockholder	20
Guarantied bonds, due 1875 $200,000	
State loan for 34 years 600,000	800,000
Mortgage coupon bonds due 1st August 1859 $250,000	
Less discount on same 41,045	208,954
Registered bonds, due 1st November, 1860 $150,000	
Less discount on same 29,232	120,768
Sundries	36,152
Balance of Transportation Department,	1,196,030
Due on open accounts	10,508
Bills payable	29,555
	$4,382,979
	Cr.
Cost of road and property	$3,659,668
Interest on debt $393,239	
Redemption funded ($600,000) 32,909	
Discount on county bonds 6,200	432,348
Casualties	1,379
Bonds due 1st Aug. 1859, redeemed	249,000
" " 1st Nov. 1860, "	10,600
Debts due the Company	17,505
Cash in bank	12,477
Total	$4,382,979

The following are the names of the officers of the company for the current year:—L. E. Harvie, *President;* Thomas W. Brockenbrough, *Treasurer;* C. Campbell, *Superintendent;* B. M. Jones, *Chief Engineer of Western Extension.*

Finances of Ohio.

Governor Chase, of Ohio, in his recent annual message, gives the following account of the financial condition of the State:

The amount of debts, of whatever description, State, corporate, commercial, and every other, is now estimated at $240,000,000, but of these, not less, probably, than one-third will be cancelled by payment of other debts embraced in the same aggregate. The whole existing debt constituting a real charge upon the whole existing property, hardly, if at all, exceeds $160,000,000—about one sixth of its value. If this sum be compared, not merely with the entire property, but with the entire productions of the State, which, according to my estimates in 1858, amounted in 1857 to $261,867,500, and doubtless exceeded that sum in 1859, or with the probable net products after deducting the consumption, direct and indirect, of the people, the gratification afforded by the spectacle of our general prosperity, will not be sensibly abated. The whole amount of receipts into the Treasury during the last year was $3,520,154, and the balance from the preceding year was $226,113. The total sum subject to disbursement in 1859, was $3,746,272.

In January, 1854, after the completion of the public works, and after the abandonment of the policy of aid to public improvements by State subscriptions to the stock of railroad, canal and turnpike companies, the entire debt was $19,251,170; of which the reducible debt was $17,796,057, and the irreducible $1,455 123. From that time the reduction debt was gradually diminished, until the defalcation and debts contracted in anticipation of revenue created a necessity for the temporary loan of $700,000, which was authorized by your predecessors and negotiated in 1858, and is reimbursed on the 1st of July, 1860, and 1st of March, 1861. At the close of 1859, the entire debt was thus constituted: The foreign debt was $13,621,857 20; the domestic debt, $275,385, making the whole reducible debt, $13,897,242 20; the irreducible debt was $2,584,076 95; and the temporary loan, $700,000, making a total of $17,181,319 15. From this amount may properly be deducted $288,154, already collected for part payment of the temporary loan.

American Shipping.

The following statements of the shipping of the United States, are abstracted from the Annual Tables prepared under the direction of the Secretary of the Treasury. They refer to the year ending 30th June, 1859:—

	Tons.
Balance of tonnage June 30, 1858	5,049,808
Built, registered, enrolled and licensed for the year	192,520
Total supply	5,242,328
Sold to foreigners	30,850
Condemned	13,872
Lost at sea	52,569
	97,291
Total tonnage July 1, 1859	5,145,037
Increase for the last year	95,229

The above statement is more favorable than was expected by many. The vessels built during the year were of the following descriptions:—

Ships and barques	89
Brigs	28
Schooners	297
Sloops and small craft	284
Steamers	172
Total number built	870

The number of vessels built and their tonnage for five years past are as follows:—

1855	2,034	583,450.04
1856	1,703	469,393.73
1857	1,434	378,804.70
1858	1,225	242,286.69
1859	870	156,602.33

The tonnage owned in the United States, as returned to the Treasury Department, was last employed as follows:—

In the foreign trade.	Tons and 95ths.
Permanent registered tonnage	1,870,617 73
Temporary " "	636,784 11
Total to the foreign trade	2,507,401 84
Permanent enrolled tonnage 2,579,626 49	
Temporary enrolled tonnage 7,340 81	
	2,586,967 37
Total United States tonnage	5,145,037 84

Of the enrolled and licensed tonnage there were employed:—

In the coasting trade	2,439,820 32
In the cod fishery	120,577 07
In the mackerel fishery	27,069 91
	2,586,967 35

Employed in steam navigation:—

Registered tonnage	92,747 73
Enrolled tonnage	676,004 83
Total in steam navigation	768,752 61

Greenville and French Broad Railroad.

The Board of Commissioners of Roads had a meeting at this place on last Saturday, and determined to submit the question to the tax-payers of Spartanburg, whether the district shall subscribe to the capital stock of this company, on the first Monday in May next. Fifty thousand dollars was the amount fixed upon. We have very little doubt that our citizens, upon due reflection and a proper understanding of the question, will vote for the subscription.—*Spartanburg Express.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending:	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,488	99.2	.....	155,628	78,907	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	.....	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,869	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	....	.....	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,158	211,880	6	.....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246.523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	....	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	80,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	....	—	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	....	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	868	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	....	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	285,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	—	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,008	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	—	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	108,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,164,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	160
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,768	547,876	337,769	—	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	.....
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- '58	138.0	—	....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jan. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	62½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	57½
-- -- '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,709	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	56½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,085,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,866,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	40
31 Dec. '58	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	283.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,184	10	.....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,320	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,968	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,903	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,822	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,089	496,519	8,097	1,623,088	65.0	.....	258,046	113,948	—	66
1 Oct. '58	99.0	37.5	....	85.0	10	9	135	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	99.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	564	*N. O. Jackson and Gr. Northern*	5,689,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	60,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress & projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	.....	32.0	22,001	30,957	17,282	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,920	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,228	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,222	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,536	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	—	—	—	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,021	6	93½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,006,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	66½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,966	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	154
								MASSACHUSETTS.														
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*	—	600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	26.8	1.8	43.6	—	20	26	544	Boston and Lowell	2,239,253	183,345	—	1,880,700	440,000	26,965	2,619,210	28.6	274,555	407,390	166,109	6	99
31 May, '59	74.3	7.4	50.8	—	30	39	540	Boston and Maine	3,847,004	368,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,657	7½	107
31 Dec. '57	74.5	—	2.1	—	...	...	.....	Boston and New York Central	3,622,203	69,941	—	2,241,000	874,550	1,299,039	3,923,319	74.5	.....	88,483	7,052	—	.....
30 Nov. '59	43.5	12.0	22.8	—	22	27	210	Boston and Providence	2,985,745	207,400	40,000	3,160,000	174,220	.....	3,663,138	55.5	292,649	654,873	337,648	8	104½
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	477,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,270	6	105
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	144,600	114,417	1,959,549	47.2	78,282	106,846	49,483	—	.....
30 Nov. '59	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558	—	1,591,100	252,500	11,929	.....	75.4	158,815	271,592	108,225	4	72
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,134,475	456,523	282,102	2,853,400	2,105,500	172,218	5,128,719	100.5	373,641	663,135	319,526	—	60
30 Nov. '58	19.9	1.3	2.8	—	—	—	—	Essex	742,592	4,416	—	299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,295	—	40½
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	250,149	—	3,540,000	.....	131,453	3,863,710	67.7	303,392	572,967	278,855	6	98½
30 Nov. '59	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	244,474	*	—	198,000	62,900	309	262,000	26.0	35,557	48,768	16,628	6	.....
30 Nov. '58	9.0	—	9.0	—	—	—	—	Grand Junction (Boston)	.....	.....	—	.....	.....	.....	.....	9.0	.....	.....	.....	—	.....
30 Nov. '58	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	598,299	—	—	292,651	200,000	105,648	.....	ope	r. by N.	H. & N'h	23,294	—	.....
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	.....	12.4	22,455	42,784	18,540	3	.....
30 Nov. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684	—	600,000	.....	.....	.....	14.6	123,395	180,085	71,505	8	105
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906	—	500,000	.....	12,600	.....	21.5	52,220	137,914	28,968	—	.....
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,086	59,096	—	229,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	.....
30 Nov. '58	8.6	—	0.4	23.4	—	—	—	N. York and Boston Air Line	416,133	—	—	223,176	673,210	4,643	.....	8.6	18,993	18,608	1,647	—	.....
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	161,500	30,935	3,748,970	87.3	365,197	551,399	257,060	6	103
30 Nov. '59	13.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	We	stern.	48,355	25,127	6	.....
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,584,911	254,565	—	1,550,000	300,000	46,500	1,897,369	43.4	199,895	270,402	110,344	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543	—	248,305	220,900	.....	.....	16.9	29,822	50,856	.....	—	.....
30 Nov. '58	21.9	—	.....	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	.....	.....	450,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '58	7.1	—	.....	35.5	—	—	—	Troy and Greenfield	329,741	—	—	288,428	169,000	9,854	.....	—	—	—	—	—	.....
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343	—	2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	114
30 Nov. '59	173.4	—	104.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,715	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,767,068	830,148	8	110½
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961	—	1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5½	56
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,368	188.0	.....	365,038	144,270	—	.....
.. .. ..	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. .. ..	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,089	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	37½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	589.0	.....	2,019,425	777,273	—	6
.. .. ..	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.														
.. .. '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
.. .. '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
.. .. '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	101,130	.....	.....	.....	.....	.....	.....	.....
.. .. '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
.. .. '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,960	1,974,443	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	59,892	128,586	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
... ...	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,689	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	162,371	.....	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	22.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,015	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,806	34.5	334,532	459,659	128,366	8	53
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	.....
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	55
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	883,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	88
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,543,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	46½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.														
30 Nov. '58	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,173,285	*	—	1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,480	98.2	.....	1,640,328	706,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,787,970	*	—	656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,961	64.0	468,871	870,964	520,672	10	.....
... ... '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	—	—	1,000,000	.....	.....	.....	—	—	—	—	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	711,420	342,297	4,802,717	33.8	396,784	903,458	554,087	10	128
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	—	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	—	—	248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	—	—	—	Warren	1,568,713	*	—	968,000	600,000	713	1,607,086	18.7	6 mo.	198,241	96,630	6½	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356			275,793		8,697								
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038		439,005	1,575,099	50,000			32.9	93,894	84,119	11,215	—	....
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934			1,000,000	1,289,934				ope	r. by W	estern.		6	....
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,069	81,405		804,648	662,500	52,570			37.5	34,424	60,524	32,413	—	....
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000				14.8	16,530	23,554	9,204	5	....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709		176.0	.....	541,249	172,321	—	....
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736		1,913,000	1,049,000	172,378	.....		87.8	356,145	814,116	359,609	6	....
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542		687,000	426,000	7,042	.....		34.0	59,539	59,421	5,092	—	....
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000			380,000	70,000	.....	.....		ope	r. by N.	Y. & E.	24,000	7	....
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	.....	.....		.....	.....	.....	.....		ope	r. by Re	ceivers.	.....	—	....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708			352,742	14,000	28,716	396,416						—	....
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889			59,374	38,500	23,404	.....		ope	r. b. B. N	Y. & E.	.....	—	....
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000	.....	.....	.....		17.3	49,519	58,207	10,840	6	....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644	.....		150.0	700,224	1,842,636	770,096	—	40½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203			75,771	.....	.....	.....						—	....
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856	.....						—	....
31 Mar. '59	84.0	2.5	.....	8.5	19	34	185	Long Island	2,211,659	354,611	1,000	1,852,715	639,497	144,566	.....		101.5	213,414	334,038	111,531	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,833,771	.....	40,366,005		656.9	3,945,128	6,200,848	2,791,419	7	70½
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,280,000	2,141,300	38,401,300		495.0	3,000,389	4,482,149	1,404,837	—	8½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....		152.9	621,747	975,853	358,792	—	9¼
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	.....	1,494,000	.....	.....		121.8	311,404	410,806	127,013	—	....
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	660,919	100,462	—	396,340	197,000	16,415	.....		35.9	68,845	115,990	61,347	8	....
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,623,646	65,382	—	663,077	818,500	180,138	.....		75.4	98,686	94,385	44,715	—	....
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	.....	.....		46.2	89,380	208,223	33,946	3	....
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539		—	555,450	150,000	30,417	.....		18.4	32,980	37,280	18,590	2	....
30 Sep. '58	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....		18.0	17,620	12,025	.....	—	....
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	500,000	86,500	.....	.....		ope	r. by Ren	s. & Sar.	30,150	2½	....
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	.....		54.5	107,506	139,388	32,196	—	....
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000		—	40,000	.....	.....	.....						—	....
30 Jun. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	362,856		—	284,850	85,000	.....	.....		ope	r. by Lo	ng Isl.	37,560	9	....
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	.....		81.3	148,240	177,627	74,359	—	....
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	.....		27.2	61,614	125,042	53,289	—	....
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	.....	.....	.....		ope	r. b. Hud	s. River.	.....	6	....
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114		—	30,000	680,000	.....	.....		ope	r. by oth	er Co's.	.....	—	....
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611		96.8	215,805	397,712	187,000	6	....
								NORTH CAROLINA.														
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....		95.2	.....	.....	.....	—	....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....		223.0	.....	.....	.....	—	....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....		97.0	.....	206,917	108,541	—	....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....		487,043	209,793	—	....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069		477,554	235,201	8	....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	.....	70,860	364,072						—	....
								OHIO.														
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	366,939	.....	77,294	.....						—	....
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	89,028	3,370,281	118.2	.....		332,226	146,812	—	....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....		597,633	71,356	—	....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,592	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....		489,437	249,666	7	63
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....		.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....		1,113,639	575,159	7	87
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973		285,140	182,282	—	....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935		1,111,353	646,057	15	110
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413		772,093	332,093	4	7
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,348,812	3,842,720	358,605	7,858,918	188.6	.....		798,155	414,456	6	19⅝
31 Dec. '58	61.4	—	.....	53.0	5	6	90	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120		68,128	19,763	—	....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000		84,000	17,760	—	....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,000	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82
31 Dec. '58	72.0	—	.....	72.0	.....	.....	.....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606		124,559	66,779	—	....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....		125,940	66,253	—	....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,858	.....	.....	16.0	40,064		64,000	33,000	—	....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	489,762	728,853	152,694	1,358,867	45.0	105,304		151,866	44,615	—	....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901		63,141	13,573	—	....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000		31,126	10,460	—	....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,885		1,200,499	341,591	8	83
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,651	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,282	195.4	556,732		374,198	45,452	—	....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....		881,957	312,441	—	....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....		.....	.....	—	....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....		577,958	211,894	—	....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006		209,918	61,371	—	....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000		110,200	53,100	—	....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	.....	—	....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000		.....	.....	—	....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....		676,022	159,769	—	19½
								PENNSYLVANIA.														
-- -- '58	44.0	—	.....	136.2	.....	.....	.....	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	.....		85,000	45,000	—	....
-- -- '58	21.3	29.0	.....	—	.....	.....	.....	Beaver Meadow	1,542,950	*	—	1,650,000	2,000	.....	.....	50.3	.....		.....	.....	10	....
31 Aug. '59	63.5	—	.....	—	.....	.....	.....	Catawissa, Williamsp't & Erie	3,518,785	384,571	—	1,700,000	2,271,538	436,228	4,407,764	119.0	.....		337,257	90,438	—	....
30 Sep. '59	52.5	—	.....	11	.....	.....	.....	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944		169,125	94,311	6	....
-- -- '58	54.0	—	.....	—	.....	.....	.....	Danphin and Susquehanna	.....	.....	.....	.....	.....	.....	.....	54.0	.....		.....	.....	—	....
31 Dec. '59	110.8	2.3	.....	71	17	3,366		Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....		1,430,512	881,609	—	55
-- -- '59	36.5	—	.....	—	.....	.....	.....	East Pennsylvania	.....	.....	.....	.....	.....	.....	.....	36.3	.....		.....	.....	—	....
-- -- '58	19.6	—	.....	—	.....	.....	.....	Erie and Northeast	750,000	*	—	600,000	100,000	.....	750,000	ope	r. b. Buf.	& S. L.	.....	.....	10	....
31 Aug. '58	36.9	19.0	.....	—	.....	.....	.....	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	.....	1,881,697	55.9	.....		423,561	166,852	8	54
31 Aug. '59	35.0	—	.....	41.3	.....	.....	.....	Hempfield	1,388,168	*	—	.....	.....	.....	.....	35.0	.....		32,411	7,267	—	....
-- -- '58	30.5	10.3	.....	—	.....	.....	.....	Huntingdon and Broad Top	1,181,997	*	—	.....	.....	.....	.....	40.8	.....		.....	.....	—	....
30 Sep. '57	68.0	—	.....	—	.....	.....	.....	Lackawanna and Bloomsburg	.....	.....	.....	.....	.....	.....	.....	68.0	.....		.....	.....	—	....
30 Nov. '59	45.7	—	.....	20.2	15	6	882	Lehigh Valley	3,276,523	*	—	1,966,850	1,500,000	.....	.....	45.7	.....		625,846	333,896	6	25
30 Nov. '58	28.0	10.0	.....	.....	.....	.....	.....	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	.....	.....	38.0	.....		353,101	255,930	9	....
-- -- --	8.0	21.0	.....	.....	.....	.....	.....	Mauch Chunk and Summit H.	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	....
-- -- --	13.0	74.0	.....	.....	.....	.....	.....	Mine Hill and Schuylk. Haven	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	—	....
30 Nov. '58	55.6	10.1	.....	—	16	14	513	North Pennsylvania	4,987,321	353,516	—	3,088,710	2,714,500	391,606	6,197,816	65.7	.....		296,894	162,071	—	86½
31 Dec. '58	330.0	56.0	300.0	—	209	99	2,345	Pennsylvania	21,853,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987	386.0	.....		5,185,330	2,163,445	6	73
31 Dec. '58	19.7	—	.....	58.3	.....	.....	.....	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061	.....	.....		.....	.....	—	....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....		288,657	157,194	10	....
30 Nov. '58	147.4	4.0	.....	—	142	58	5,638	Philadelphia and Reading	19,390,868	2,121,019	20,180	11,737,041	12,196,950	111,314	24,044,306	197.4	.....		2,510,751	1,310,952	3½	38
-- -- '58	33.0	—	.....	—	.....	.....	.....	Philadelphia and Sunbury	1,348,512	*	—	600,000	1,200,000	.....	.....	33.0	.....		89,535	43,235	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	....	—	...	...	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. & Amboy		7	....
30 Nov. '58	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,235,522	762,225	76,081	5,000,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	5	....
31 Oct. '57	48.0	—	....	80.0	...	...	—	Pittsburg and Connellsville	2,285,606	*	—	1,031,173	1,100,000	513,403	2,644,756	48.0	.....	57,838	4,740	—	....
-- -- '59	10.3	—	....	127.5	...	...	—	Pittsburg and Erie	.....	.....	—	.....	.....	.....	.....	10.3	.....	.....	.....	—	....
31 Dec. '58	467.0	—	....	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,260,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658	—	....
30 Sep. '57	31.0	—	....	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
-- -- --	25.0	—	....	—	...	...	....	Schuylkill Valley	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
1 Jan. '59	163.2	—	....	117.0	...	...	....	Sunbury and Erie	5,517,841	37,933	—	3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	....
-- -- '58	29.7	—	....	—	...	...	....	Tioga	1,093,263	*	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Mar. '59	78.0	—	....	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	300,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,159	.....	13.6	23,514	23,005	1,278	....	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,200	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
-- -- '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,436,789	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	103,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
-- -- '58	30.0	—	....	—	...	...	—	Cleveland and Chattanooga	867,210	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	46.7	—	....	—	...	...	—	Edgefield and Kentucky	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '58	110.8	—	....	—	...	...	—	East Tennessee and Georgia	3,376,943	*	—	1,289,155	1,910,688	278,319	3,501,197	110.8	.....	264,959	156,195	—	....
30 Jun. '58	130.3	—	....	—	10	13	95	East Tennessee and Virginia	2,529,418	117,512	—	629,800	1,968,950	406,659	2,041,940	130.3	.....	191,198	95,231	—	....
30 Jun. '58	271.0	28.0	....	—	...	...	....	Memphis and Charleston	5,276,573	699,776	109,006	2,258,115	2,594,000	837,992	6,354,752	299.0	.....	1,330,812	778,036	—	....
-- -- '59	82.0	—	....	48.3	...	...	....	Memphis and Ohio	3,200,000	*	—	.....	.....	.....	.....	82.0	.....	.....	.....	—	....
30 Jun. '59	—	—	....	73.0	...	...	....	Memphis, Clarksv. & Louisv.	195,364	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '59	48.1	—	....	24.8	4	3	48	Mississippi Central and Tenn.	1,023,470	*	—	309,562	624,500	118,659	1,052,721	48.1	.....	.....	43,436	—	....
30 Nov. '58	34.2	—	....	—	2	3	21	McMinnville and Manchester	565,459	*	—	140,097	406,000	.....	565,459	34.2	run by	Nash. &	Chatta.	—	....
30 Nov. '58	151.0	8.0	....	—	38	20	323	Nashville and Chattanooga	3,733,472	*	160,000	2,262,405	1,074,000	85,944	4,121,567	193.2	.....	641,552	279,207	3	....
-- -- '58	—	—	....	172.8	...	...	—	Nashville and Northwestern	1,000,000	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '58	43.6	—	....	68.3	...	...	—	Tennessee and Alabama	935,697	*	—	309,754	626,889	83,037	.....	43.6	.....	55,776	29,405	—	....
-- -- '59	15.0	—	....	9.5	...	...	—	Winchester and Alabama	.....	.....	—	.....	.....	.....	operated	by	Nash. &	Chatt.	.....	—	....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
-- -- '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
-- -- '59	43.0	—	....	31.0	...	...	....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	....
-- -- '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
-- -- '59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,768	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,702	354,288	81,561	—	....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,852,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun. '59	47.0	—	2.8	—	...	...	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,364	23.7	47,324	43,998	10,495	—	....
31 Aug. '59	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	...	...	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,015	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar. '59	79 .2	—	....	—	...	...	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	....
30 Sep. '59	103.5	—	....	—	8	...	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	...	...	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	289,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	....	14.3	2	1	13	Richmond and York River	488,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	....
30 Sep. '59	178.0	17.0	....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep. '57	32.3	—	....	—	...	...	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	....
								WISCONSIN.													
-- -- '59	55.0	—	....	16.0	...	...	....	Kenosha and Rockford	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,565	1,908,555	40.0	74.243	159,456	62,182	—	....
-- -- '57	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	191.9	42.5	28.3	—	43	33	683	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	24
-- -- '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
-- -- '58	10.0	—	....	55.0	...	...	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,266	107,067	4,010,195	158.5	363,213	.....	.....	—	....
-- -- '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
-- -- '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
-- -- '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,061	.....	.....	—	....
-- -- '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
-- -- '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
-- -- '59	25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	...	...	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	....
-- -- '59	60.0	—	....	....	...	...	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	....
								NOVA SCOTIA.													
-- -- '59	61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
31 Dec. '58	48.7	—	....	—	...	...	....	Panama	8,000,000	*	—	4,973,000	2,427,000	.....	8,000,000	48.7	.....	1,925,444	1,360,160	12	133

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt, and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'78	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	82¼
" "	700,000	6	1880	84
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	701,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	200,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	92
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	500,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	307,000	6	1864	----
Mort. (chgd from Sterl'g)	883,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	280,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	360,000	7	1865	----
Unsecured	80,000	7	1862	----
Central of Georgia:				
Mortgage	166,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	875,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	500,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,860,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1860	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	92
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	82
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	400,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	56
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	877,000	7	1867	----
Junction 1st Mortgage 2d Div.	805,000	7	1872	----
Junction 2d Mortgage	334,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	70
Tol., Nor. and Clev. 2d Mort.	299,000	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	400,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1869	----
Dividend (due 1860, '61, '62, '63)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	160,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95½
2d Mortgage (S. F.)	1,738,000	7	1875	85
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	'20&'30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	98½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	98
Hartf'd, Providence and Fishkill:				
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------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	----
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	----
Free Land	3,000,000	7	1860	98
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	84,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kentucky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,795,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		83
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		94
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	528,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	8	1883	
Mississippi State Loan	200,000	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
***New Albany and Salem:**				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	6½	1861	
State Loan—Buffalo and Roch.	55,300	6½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	88
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	100
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	92
2d Mortgage	4,000,000	7	1859	93
3d Mortgage (convertible)	6,000,000	7	1871	
4th Mortgage (convertible)	3,729,000	7	1880	48
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	7
Unsecured (convertible)	2,443,000	7	1862	7
Sinking Fund	2,193,000	7	1875	7
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			87
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,198,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		76
2d Mortgage	461,378	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
For Canals, etc.	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	102,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	385,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	93
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	78
Mortgage (convertible)	3,586,500	6	1886	67½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		18[illegible]	
Real Estate (F. W. and Chic.)	498,000			
Mortgage, Consolidated Comp'y	1,229,000		1874	
Pittsburg and Steubenville:			1887	
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1870	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and [illegible] Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	96
Mortgage (Coupon)	250,000		1869	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	84,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1860	
Richmond and Petersburg:				
Coupon	150,000		1875	
***Rutland and Burlington:**				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	350,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1850	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1890	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	651,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	514,000	---	------	----
Mortgage	45,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	17
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	203,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1883)	163,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1869	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	421,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	563,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
----------	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	308,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, February 11, 1860.

Railroads of Tennessee.

We give elsewhere a summary of the railroads of this State, showing their financial condition, physical characteristics, etc., etc. In our next issue, we shall tabulate the information now given, accompanying it with an abstract of the Internal Improvement law, which has done so much for this State, and which bids fair to give to its people a system of railroads adequate to all their wants, without the loss, to the State, of a dollar. It is one of those few cases in which the interference of a State in works of improvement, has been eminently successful.

A Desirable Improvement.

Under this head we last week noticed an improvement, whereby the space between passenger cars, from their sides, nearly to a level with the track, is so covered as to exclude both the dust and prevent all liability to accident by falling under or between the cars, the improvement being credited to Mr. Joseph Jones. We are informed that it is the improvement of Mr. E. C. Salisbury, of whom frequent mention has been made in the JOURNAL, and who is now introducing it upon the New York Central and other roads. We have seen statements signed by Mr. Vibbard, Superintendent of that road, Mr. Bliss, President of the Michigan Southern, and Mr. Rice, Superintendent of the Michigan Central, all of whom speak of the improvement in high terms, it having been adopted on all these roads.

New Jersey Railroad.

The following is the annual report of the New Jersey Railroad and Transportation Company, submitted to the New Jersey Legislature:—

Receipts and Expenditures for 1859.

RECEIPTS.

From passengers		$729,181 84
From freight		90,080 78
From United States mail, rents, express freight, and other sources		206,420 53
		$1,025,682 65

EXPENSES.

Maintaining railroad, bridges, and buildings	$65,038 06	
Repairs of locomotives, cars and machinery	42,727 42	
Fuel—cost and labor in preparing	66,143 74	
Operating the road and transport'g passengers and freight	197,052 68	
Office expenses, salaries, and contingencies	11,110 27	
		382,072 17
Leaving		$643,610 48
Interest on bonds	$41,505 00	
Transit duty on passengers and freight	17,076 76	
Tax on capital stock	18,746 00	
Dividends in cash, August and Feb'y	374,900 00	
Profit and loss to surplus earnings	191,388 72	
		643,615 48

The Company carried 2,501,124 passengers and 98,007 tons of freight. The total of miles run by passenger, freight, and other trains was 447,676.

FINANCIAL.

The closing cash prices at the Stock Exchange for each day of the week ending 8th Feb'y, 1859, were as follows:

	Th. 2.	Fr. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8.
FEDERAL STOCKS:—						
U. S. 5s, 1874	100¼	100¼	100¼	100¼	100¼	100¼
STATE STOCKS:—						
Virginia 6s	92½	92½	92½	92¼	92¼	92½
Missouri	81	80½	80½	80½	80½	81
Indiana 5s	86	84	86½	86	86	86½
Tennessee 6s, 1890	87½	87½	87½	87½	87	87½
California 7s	83½	83½	83½	83¼	83¼	83½
Ohio 6s, 1870	107½	107½	----	----	107	107
RAILROAD SHARES AND BONDS:—						
Chicago and Rock Isl.	63½	63½	62½	63	62½	63½
Clev. and Toledo	20	19½	20	20	19½	19½
Clev. and Tol. S. F. B'ds	55	54½	54½	54½	55	55
Galena and Chicago	59½	58½	58½	58½	59½	59½
Hudson River	41½	41½	41	41	40½	40½
Illinois Central Shares	57½	56½	56	56½	56½	56½
Illinois Central Bonds	88½	88½	88½	88½	89	89
Michigan Central	38½	37½	37½	37	37	37½
Mich. Centr. 8s 1st M.	99	97½	----	----	----	----
M. S. and N. I. guar'd,	14½	12½	12½	12½	13½	13
M. S. and N. I.	6½	6	5½	5½	6½	6
New York Central	71½	70½	70½	70½	70½	70½
New York Central, '76	103	----	----	----	----	----
New York and Erie	8½	8½	8½	8¼	8½	8½
N. Y. & E. Con. B. '71	27½	----	----	----	----	----
N. York and Harlem	9½	9½	9½	9½	9½	9
N. Y. and H. "pref."	34½	34½	34½	34½	34½	34½
N. Y. and H. 1st M.	93½	----	----	----	----	----
Panama	131½	130½	130½	130½	131	131½
Phila. and Reading	39½	38½	38½	38½	39	38½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	94½	94	94	94½	94½	94½
Cumberland Coal Co.	16½	16½	15½	15½	15½	16
Pennsylvania Coal Co.	85½	84½	85	85½	86½	86
Pacific Mail S. S. Co.	78	80½	78½	79	79	80
Canton	17½	17½	17½	17½	17	17½
Brooklyn Water W's	100	100	100	100	100	100

The following are the closing prices in the London Market on the 11th January as brought out by the *Fulton*:

United States 5 p. c. red. '74	92	to	92 5/16
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	77	to	79
Do. do. Fr. L'd red. '60.	88	to	90
Mich. Cen. 8 per cent. con. '60	82	to	86
Do. do. 1869	81	to	83
Do. do. 1st mortgage (sinking fund), 1882	82	to	84
Do. $100 shares	35	to	40
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	50	to	55
Do. $100 shares	8	to	12
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	84	to	86
Do. 2d mortgage, 1869	75	to	80
Do. 3d do. 1883, assented	68	to	70
Do. Bonds, 1862, '71, '75 do.	30	to	35
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	35	to	40
Philadelphia and Reading Bonds, 6 per cent., 1860	83	to	88
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The returns of the banks throughout the United States at dates nearest the 1st January, 1860, have been published. The whole number specified is 1509 with a total capital of $408,051,244, a circulation of $151,976,516, deposits to the amount of $267,437,068, and profits on hand reaching $47,050,803. The resources at the same dates are counted as follows: Notes, bills of exchange, etc. $755,223, specie $88,977,096, and real estate $27,304,812. The balance total is $871,515,181. This is a very favorable exhibit and notwithstanding the extraordinary export of bullion during the year 1859, shows an amount of specie in bank a large per cent. greater than usual. The year 1858 must always be an exception. Nearly one-half

the whole of the metallic money is held in the cities of New York, Philadelphia, Boston, and New Orleans, and at least a fourth part in New York alone.

The circulation of bank paper in its several denominations is stated to be approximately as follows—in bills of one dollar $8,000,000, of two dollars $5,000,000, of three dollars $4,000,000, of five dollars $16,000,000, of ten dollars $6,000,000, of twenty dollars $16,000,000, of fifty dollars $15,000,000, of a hundred dollars $10,000,000, of five hundred dollars $37,000,000, of a thousand dollars $32,000,000 and of five thousand dollars $3,000,000.

The strongest banks in the country are those of New Orleans, the law of Louisiana inflicting on directors a personal liability, where the amount of specie is less than in a specified ratio to the circulation and other liabilities.

The following is a synopsis of the affairs of the banks in the several States and territories:

RESOURCES.

States.	Banks and Branches.	Notes, Bills.	Specie.	Real Estate.
Maine...	69	$13,623,580	$688,096	$164,079
N. Hamp.	52	8,459,754	286,953	66,000
Vermont,	41	6,567,938	169,597	222,564
Mass. ...	176	107,809,870	6,278,493	1,608,613
Rh.Isl'd.	93	26,719,387	450,929	527,787
Connect't	76	23,846,653	913,876	1,085,173
N. York.	300	235,064,879	22,026,137	8,647,503
N. Jersey	46	16,531,987	940,701	446,202
Penna...	87	53,027,919	8,378,475	1,719,136
Delaware	12	3,174,792	216,479	81,499
Maryland	32	22,416,957	3,294,671	484,825
Virginia.	63	27,187,943	2,978,654	954,654
N.Carol..	28	12,463,785	1,206,954	216,347
S. Carol..	23	32,062,814	2 255,861	686,164
Georgia..	28	21,037,968	3,726,845	4,791,022
Alabama,	6	9,169,458	3,200,687	160,410
Mississ. .	2	394,756	591	780,767
Louisiana	19	37,182,648	15,847,268	2,395,500
Texas ...	1	541,228	7,912	5,197
Tenness..	39	15,197,683	2,857,926	486,622
Kentucky	37	21,634,719	4,361,961	508,503
Ohio	66	12,801,197	1,662,352	375,779
Michigan	3	1,487,693	41,982	124,357
Indiana .	37	7,641,362	1,794.835	195,711
Illinois ..	48	7,934,736	269,585	37,769
Missouri.	22	10,314,377	4,169,905	169,459
Iowa	1	384,613	197,688	4,975
Wisconsin,	98	15,098,627	719,438	804,142
Minnesota	2	62,288	15,272	2,846
Nebraska.	2	102,697	6,943	1,155

LIABILITIES.

	Capital.	Circulation.	Deposits.
Maine....	$7,756,790	$2,544,001	$2,756,885
N. Hamp..	5,041,000	2,136,475	1,274,938
Vermont .	4,082,416	1,947,638	628,459
Massach. .	64.519,200	18,031,121	25.204,513
Rhode Isl.	20,865,569	2,442,091	3,533,103
Connectic.	20,917,168	2,914,613	4,896,721
N. York..	110,997,040	38,780,266	107,772,208
N. Jersey.	7,884 412	2,876,171	5,770,584
Pennsylv'a	25,565,482	8,590,649	26,947,431
Delaware .	1,638,185	594,627	827,498
Maryland.	12,560,635	3,218,749	9,486,273
Virginia..	14,685,310	7,846,257	7,892,641
N.Carolina	6,525,200	4,613,829	1,592,867
S. Carolina	14,962,062	10,971,275	7,187,764
Georgia ..	12,479,111	7,164,593	5,746,281
Alabama .	8,663,490	4,712,853	3,817,471
Mississippi	1,110,600	318	49,875
Louisiana.	24,215,689	2,247,689	22,586,781
Texas	332,000	98,674	84,439
Tennessee.	8,361,357	3,286,945	5,183,729
Kentucky.	12,216,725	9,389,426	4,042,686
Ohio	5,375,145	4,479,694	4,010,717
Michigan.	745,304	147,698	681,748
Indiana ..	3,617,629	3,946,251	1,824,693
Illinois ...	4,000,334	2,844,179	1,294,385
Missouri..	5,796,781	4,157,836	3,894,623
Iowa	215,000	86,437	279.468
Wisconsin,	7,995,000	2,964,738	4,627,935
Minnesota	56,000	14,859	13,296
Nebraska,	56,000	18,457	24,176

GRAND TOTALS.

Number of banks and branches.. 1,509

Liabilities.		*Resources.*	
Capital ...	$408,051,244	Notes, Bills Exchange, etc.	$755,233,223
Circulation	151,976,516	Specie	88,977,096
Deposits..	264 437,068	Real Estate	27,204,812
Pr'fits on h'd	47,050,303		
Total...	$871,515,131	Total...	$871,515,131

The following is a statement of the aggregate resources and liabilities of the banks for the five years ending near 1st January:

	1855.	1856.	1857.	1858.	1859.
Banks and branches ..	1,307	1,898	1,416	1,422	1,476
Capital paid in	$332,177,288	$343,874,272	$370 884,686	$394,622,799	$401,976,242
Loans and discounts ..	576,144,758	684,183,280	684,456,887	583,105,242	655,183,799
Stocks	52,727,082	49,495,215	59,272,329	60,304,269	63,502,449
Real estate	24,073,801	20,965,867	24,124,522	28,755,834	25,976,497
Other investments	8,734,540	8,822,510	5,920,366	6,075,906	8,323,031
Due by other banks...	55,738,785	62,639,725	65,849,205	58,052,802	78,244,987
Notes of other banks..	23,439,518	24,779,049	28,124,008	22,447,436	18,866,287
Specie funds	21,995,788	19,997,710	25,081,641	15,880,441	26,808,881
Specie	58,944,546	59,314,063	58,319,838	74,412,832	104,587,818
Circulation.....	186,952,223	195,747,950	214,778,822	155,208,344	193,806,818
Deposits.....	190,400,342	212,705,662	230,351,352	185,932,049	259,568,278
Due to other banks ..	45,156,697	52,719,956	57,674,333	51,169,875	68,212,529
Other liabilities.....	15,599,923	12,227,967	19,816,560	14,166,713	15,108,447

The Currency, Land Warrants and Specie quotations for the week have been as follows:—

N.Y.St.C'rr'cy,8-10	a...	Virginia	¾a1
New England ..	1-5a...	Ill. and Wisc...	3 a...
New Jersey ...	1-5a...	Michigan	1 a...
Philadelphia ..	¼a...	Tennessee.....	1½a...
Baltimore.....	¼a ⅜	Free Indiana ..	1½a...
Interior Penna.	⅝a ¾	Louisiana	¾a1
Interior Md. ..	⅝a ¾	Mobile	¾a1
Ohio,Ky.,&Ind.	1 a...	Canada	⅝a ¾
S. Car. and Geo.	⅜a ½	Missouri	2¾a3
N. Carolina	1 a1¼		

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acre warr..	100	110	120 acre warr...	66	78
80 " " .	84	90	160 " " ..	68	75

DRAFTS AND CHECKS.

On Philadelphia ...	⅛	On Chicago	¾
On Baltimore	1-5	On St. Louis	2¼
On Boston	1 5	On Detroit	1
On Cincinnati	⅞	On New Orleans....	¾
Bank of England Notes per £			$4 84
Bank of France per franc			18
United States Post Office Scrip			8a5 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars .	$1 06	English Silver ...	$4 80
Spanish Dollars..	1 10	Species	1 03
Five-Frc. Pieces .	98	Old Am.H'lf Doll.	1 04½
French Crowns ..	1 10	" " Quarter D..	1 02
German Crowns..	1 08	Spanish Qn., each,	28
Prussian Thalers.	71	Spanish ⅛ths and 16ths per oz. ...	1 27
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns.	$4 84a$4 86	Sp.Doub.	$16 30a$16 40
Twenty Francs ..	3 84	Pat. "	$15 70a$15 75
Ten Thaler Pieces	7 86	Gold. Am. Old, 6c.prem.	
Ten Guilder "	3 98	B'k of Engl. Notes,	4 84

Peoria and Hannibal Railroad.

The officers of this road for the current year are:—

President—H. L. BRYANT, Lewistown.

Secretary—D. W. C. BRYANT, Lewistown.

Chief Engineer—WM. H. GRAHAM, Lewistown.

Treasurer—GEO. PHELPS, Lewistown.

Directors—Joseph Ladd, Peoria; H. L. Bryant, L. F. Ross, J. H. Peirsol, Lewistown; Wm. Phelps, Ipava; Jesse COX, Vermont; L. D. Erwin, Rushville.

On the first division, from Peoria to Rushville, about thirty-five miles of the grading and bridging have been completed, and 35,000 cross-ties furnished. There is also a large amount of grading and bridging done at various points, besides that mentioned above. The iron for 15 miles of the road from Canton to Lewistown has been purchased and paid for, and a contract for all the iron from Peoria to Vermont (60 miles) has been made for which the road has been mortgaged, and $800,000 in bonds have been issued.

New York City Railroads.

Below we give the financial statements of the several companies operating in the city of New York for the years ending 30th September, 1858 and 1859, comparatively:

SECOND AVENUE RAILROAD.

	1858.	1859.
Capital stock, as by charter.	$800,000.00	$800,000.00
Amount of stock issued.	627,200.00	650,000.00
Am't. of Funded debt...	350,000.00	350,000.00
Am't. of Floating debt..	30,000.00	18,000.00
Cost of Road and Equipment.		
For graduation, masonry, bridges, superstructure including iron	$874,300.97	$878,186.56
Passenger and depot stations, buildings & fixtures	26,415.24	27,586.99
Horses	58,487.50	.....
Snow-plows, wagons, trucks, &c.....	1,200.00	3,700.00
Land damages & fences.	.....	36,398.81
Passenger cars	45,000.00	47,500.00
Expenses of Maintaining the Road.		
Repairs of road-bed and railway, excepting cost of iron.....	$1,155.78	$1,629.96
Repairs of buildings....	99.48	470.00
Taxes on real estate....	597.20	158.26
Expenses of operating the road during the year	117,851.96	180,644.02
Earnings from pass'grs..	225,232.21	259,100.68
Earn'gs f'm oth. sources.	2,225.59	8,065.79
Payments other than construction—For interest on bonds and float'g debt & divid's.	51,088.94	76,044.00
Number of passengers carried	4,504.645	5,182,011
Number passenger cars.	70	75

Third Avenue Railroad.

	1858.	1859.
Capital stock, as by charter	$1,170,000.00	$1,170,000.00
Am't. of funded debt.	50,000.00	110,000.00
Am't. of floating debt.	40,600.00	25,000.00
Am't. of funded and floating debt	90,600.00	135,000.00
Cost of Road and Equipment.		
For graduation, masonry, bridges, superstruct'e, includ'g iron	$1,170,000.00	$1,170,000.00
Pass'ger stat's, buildings and fixtures, car-houses, machine shops	190,090.74	239,115.82
Passenger cars, snow-plows, &c	18,000.00	24,856.19
Extension of road to Yorkville and Harlem, & double track		89,159.65
Increase in horses and harness		37,594.99
Iron pavement		3,371.43
Expenses of Maintaining the Road.		
Repairs of road-bed and railway, except cost of iron	$9,436.24	$10,968.53
Cost of iron used in repairs	2,342.24	3,420.17
Repairs of buildings	370.96	593.86
Taxes on real estate	253.08	1,522.29
Expenses of operating the road during the year	230,662.09	290,683.18
Earning from pass'grs.	397,273.10	498,705.08
Earnings from other sources	5,781.98	4,246.47
Receipt–Manure, rents and sundries	38,639.73	49,246.87
Payments other than construct'n—Total	429,617,20	545,759.63
No. of miles run by pass'gr trains about	1,460,000.00	1,825,000.00
No. of passengers carried	7,945,462	9,974,101
No. of first-class cars.	69	96

Sixth Avenue Railroad.

Capital stock as by charter	$800,000.00	$800,000.00
Cost of Road and Equipment.		
Graduation, masonry, bridges, and superstructure, includ. iron.	$484,699.96	$484,699.96
Passenger & freight stations, buildings and fixtures, engine and car houses, machinery, &c.	222,642.91	227,012.59
Passenger cars	48,800.00	57,837.50
Expenses of Maintaining the Road.		
Repairs of road-bed and railway, excepting cost of iron	$19,175.00	$7,213.69
Taxes on real estate	967.21	1,064.74
Cost of iron used in repairs		18,597.69
Expenses of repairs of machinery	21,647.00	18,135.48
Expenses of operating the road	73,671.70	77,175.38
Earnings from pass'grs.	438,410.19	379,499.87
Payments other than for Construction.		
Transportation expenses.	$177,758.91	$252,871.64
Dividends on stock (12 per cent)	96,000.00	104,000.00
No. of miles run by passenger trains	1,028,142	1,095,080
No. of passengers carried in cars.	6,768,203	7,589,997
No. of first-class passenger cars.	61	82

Eighth Avenue Railroad.

	1858.	1859.
Capital stock, as by charter	$750,000.00	$750,000.00
Cost of Road and Equipment.		
Graduation and masonry, includ'g paving streets, superstructure, includ. iron	$555,012 62	$559,031.02
Passenger buildings and fixtures, car-houses, machine shops, machinery, &c.	166,915.73	166,930.73
Passenger cars.	61,101.76	62,807.26
Horses, mules and other motive, including harness, &c	72,927.11	87,967.87
Tot. cost of road & equip.	$855,957.22	$877,336.78
Expenses of Maintaining the Road.		
Repairs of road-bed and railway, including cost of iron	$4,687.81	4,618.40
Insurance.	1,922.53	1,849.21
Rent	1,593.75	2,356.25
Croton water tax.	1,689.64	2,677.64
Total, including items peculiar to each year.	30,912.04	40,613.24
Expenses of repairs of machinery	10,328.75	13,101.81
Expenses of operating the road	136,985.45	162,969.94
Earnings of passengers.	280,617.86	323,956.44
Payments other than construction—Transportation expenses	178,226.24	216,684.99
Dividends on stock.	75,008.00	90,000.00
No. of miles run by passenger trains	950,572	1,433,000
No. of passengers carried in cars.	5,612,357	6,479,129

Boston and Worcester Railroad.

The Income of this road for the year ending November 30, 1859, has been as follows:

Passengers		$561,508 24
Freight		471,064 09
Rents		18,983 14
Mails		15,515 26
		$1,067,070 73
Working expenses		$555,545 35
Interest paid	$34,240 74	
Less amount received	31,470 96	
		2,769 78
Paid on account of the new location in Brighton		9,889 16
Total expenditures		$568,204 29
—or 53½ per cent. of earnings.		
Net income		$498,866 44
Dividend, (7 per cent.)		315,000 00
Surplus income, not divided		$183,866 44

The total income has been $143,847 10 *more*, while the total expenditures have been $22,749 11 *less*, than last year.

The liabilities of the corporation are as follows:

Funded debt, due July 1st, 1860		$500,000 00
Floating debt		29,595 48
Assets to pay funded debt:		
Cash	$40,068 20	
Sinking fund	289,420 50	
Loans on collateral	246,448 20	
Notes receivable	28,591 77	
Bills payable	21,128 64	
	$625,657 81	
Less 4 per cent. dividend, payable Jan. 2d	180,000 00	
		445,657 81
Assets not available to pay funded debt:		
Bonds of Grand Junction Railroad and Depot Company		100,000 00

There have been carried in the cars, during the year, one million six hundred and three thousand, four hundred and fifty-three passengers, without any personal injury to one; also three hundred and twenty-seven thousand, three hundred and fifty tons of merchandise, without running but a single car-load off the track.

The company own 30 locomotives, 21 wood, and 9 coal burners. Five wood burners have been altered, in their own shop, for coal, the last year, and more will be changed during the coming year. They have used, during the year, (including 787 cords at stations and in cars,) 12,880 cords of wood, at a cost of $72,372 12, or $5 65 per cord, on the tender; and 1,767 tons of coal, at a cost of $10,213 50, or $5 78 per ton.

Cost per mile run for fuel, is as follows:

	Cents per mile.
Freight trains (wood)	21.49
Passenger trains (wood)	14.26
Mixed trains (wood)	16.93
Average	16.88
Freight trains (coal)	13.57
Passenger trains (coal)	7.64
Average	10.71
Total average	15.28

Total miles run in 1858	498,325
do. do. 1859	511,046
Cost of fuel in 1858	$105,522 48
do. 1859	82,585 62
Increase of mileage in 1859	12,725
Saving in cost of fuel	$22,936 86

The track will compare favorably with the best. There has been used, during the year, 1,495 tons of new iron; 1,215 tons on main road, 103 on Newton Lower Falls, and 177 tons on Milford Branch; also, on main road, 431 tons of rails, repaired in the rail-repair shop at Framingham.

Seven hundred and forty-five tons of the new rails were re-rolled by the Bay State Iron Company, at South Boston, and 750 tons by Nathan Washburn, at Worcester, at a cost for re-rolling of $25 per ton. The cost of repairing 431 tons has been $4 67 per ton.

During the year, 35,945 new sleepers have been used in the main track, and 6,950 in branches.

The financial condition of the company on the 1st of December, 1859, is exhibited by the Treasurer as follows:

Resources.

Cost of the road and equipment, including land not wanted immediately for use of the road		$4,728,580 33
Fuel, iron, and other stock on hand.		138,460 31
Real estate not char'd to construc'n		54,457 66
Loans on collateral		246,448 20
Bills receivable for uncoll'ted freight		21,128 64
Due from other roads and individ'ls.		104,357 06
Notes receivable		28,591 77
Grand Junction Railroad bonds		100,000 00
Sinking fund for bonds due in 1860.		285,420 50
Cash on hand		40,068 20
		$5,751,512 67

Liabilities.

Capital stock, 45,000 shares	$4,500 000 00
Bonds payable July, 1860	500,000 00
Notes payable	9,000 00
Bal. due other roads and ind'duals.	17,349 48
Unclaimed dividends	3,066 00
Unclaimed interest	180 00
Amount reserved for dividend Jan. 1, 1860	180,000 00
	$5,209,595 48
Balance, reserved income, including am't to Sink'g fund for b'ds, 1860	541,917 19
	$5,751,512 67
Surplus Nov. 30, 1859	$382,885 75

Galena and Chicago Railroad Dividends paid in 10 years.

The Chicago *Democrat* of January 23d gives the following statement showing the dividends of the Galena and Chicago Railroad since its completion in 1850—a period of ten years:

		Cash. Per ct.	Stock. Per ct.
No. 1	March 1, 1850		10
No. 2	Nov. 1, 1850	8	..
No. 3	May 1, 1851		7
No. 4	Nov. 1, 1851, drafts bring 10 p. c. int.	7	..
No. 5	May 1, 1852	8	..
No. 6	Aug. 1, 1852	12	..
No. 7	Feb. 1, 1853	8	..
No. 8	Aug. 1, 1853	11	..
No. 9	Feb. 1, 1854		10
No. 10	Aug. 1, 1854	5	7
No. 11	Feb. 1, 1855, payable in 12 mos., int. 10 p.c.	5	..
No. 12	Aug. 1, 1855	5	..
No. 13	Feb. 1, 1856	5	12
No. 14	Aug. 1, 1856	5	..
No. 15	Feb. 1, 1857	5	10
No. 16	Aug. 1, 1857	5	..
No. 17	Aug. 1, 1858	4	..
No. 18	Feb. 1, 1859	2	..
No. 19	Feb. 1, 1860	3	..
	Total Dividends	98	56
	Average	9	5

Finances of Massachusetts.

The following is taken from the annual report of the Treasurer of Massachusetts:

RECEIPTS.

Revenue for the year	$1,041,563 32
On account of fund	1,973,131 56
	$3,014,697 88
Cash on hand Jan'y 1, 1859	196,847 28
	$3,211,545 16

PAYMENTS.

On account of ordinary expenses	$1,803,784 18
For account of funds, etc.	1,769,422 18
	$3,073,206 18
Cash on hand December 31, 1859	138,338 89
	$3,211,545 16

Of the revenue, some of the principal receipts were as follows:

Bank tax	$626,907 35
State tax, 1857-1859	300,853 00
Western Railroad dividends	56,448 00
Alien passengers	13,374 00
Courts of insolvency	19,975 68
Legislature	113,122 56
Consolidation of the statutes	169,619 99
Judiciary	102,722 92
Printing and publishing laws, etc.	26,169 94
Charitable institutions, etc.	318,225 55
Reformatory and educational	361,649 78
Interest	83,745 61

Lexington and St. Louis Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:—Robert Aull, Esq., Hon. T. P. Akers, Gen. R. C. Ewing, T. H. Allin, Esq., Judge T. G. Smith, Jos. B. Terry, Esq., of Lexington, Mo.; William Limrick, Esq., S. T. Neill, Esq., of Lafayette County; W. H. Bield, Esq., Pettis County, Mo.

Black River and Utica Railroad for Sale.

Charles P. Kirkland and Samuel Beardsley, will sell all the property of the Black River and Utica Railroad at auction, on the 31st of March next. The property to be sold includes all the real estate and chattels of the company, in Oneida, Lewis and Jefferson counties, with a stationary engine and boilers, with the shafting, &c.

Cincinnati Stock Sales.

BY KIRK & CHERVER.

For the week ending February 7 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	85	and int.
Covington and Lexington, 2d Mortgage	7s	65	and int.
Ohio & Miss., R D., Construction	7s	24	"
Cinc., Ham. and Dayton, 2d Mortgage	7s	83	
Indianap. & Cincinnati, do. do.	7s	80	

STOCKS.

Cincinnati, Hamilton & Dayton	Ex Div. 68
Columbus and Xenia	82¼
Indianapolis & Cincinnati	40
Little Miami	83½

Railroad Earnings.

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning), for the month of January, 1860, compared with the same month of last year:

	1859.	1860.
Passengers	$8,789 69	$7,593 73
Freight	26,890 79	24,802 78
Other sources	4,686 85	1,586 85
Total	$37,367 82	$34,083 36

The receipts of the New York and New Haven Railroad Company for January, 1860, are as follows:—

January, 1860	$67,278 30
Do. 1859	65,278 16
Increase	$2,000 14

The Cleveland and Toledo Railroad earnings in January, 1860, were | $77,615
1859 | 59,855
Increase | $17,760

The earnings of the Hudson River Railroad in January show a marked increase, as follows:

January, 1860	$212,713 68
Do. 1859	192,161 14
Increase	$20,552 54

The earnings of the Illinois Central Railroad, for the month of January, have been:

January, 1860	$188,000
Do. 1859	132,936
Increase	$55,064

The following are the earnings of the Little Miami, Columbus and Xenia Railroad:—

January, 1859	$84,512 50
January, 1860	83,457 09
Decrease	$1,055 41

The earnings of the Cincinnati, Hamilton and Dayton Railroad for January compare as follows:

1860	$47,736 36
1859	42,646 72
Increase	$5,089 64

The receipts of the Toledo, Wabash and Western Railroad for January were as follows:

Passengers	$15,895 40
Freight	24,299 12
Mail and express	3,316 66
Total	$43,511 18
January, 1859	$39,096 54
Increase	$4,414 54

The following is the statement of the business over the Long Island Railroad for January, 1860, and January, 1859:—

	1860.	1859.
Passengers	$11,688 80	$10,847 00
Freight	12,028 27	9,115 95
Mails	685 42	695 42
	$24,402 49	$20,148 87
Increase, 21 per cent.		$4,254 12

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 28, were | $52,722 00
Week ending Jan. 29, 1859 | 40,126 84
Increase | $12,595 16
Total traffic from July 1st, 1859 | $1,578,430 18
Same period last year | 1,318,713 87
Increase | $259,716 26

We annex the details of the earnings of the Galena and Chicago Union Railroad for the month of January—

	1859.	1860.
Passengers	$37,745 21	$36,462 63
Freight	22,300 55	19,120 51
Mails, etc.	2,364 80	4,362 94
	$62,410 56	$59,946 08
Decrease		$2,464 48

Corrected earnings for the previous month, $83,912 24.

AMASA A. McLEAN & CO.,
NEGOTIATORS AND
BANKERS,
No. 49 PINE STREET.
NEW YORK.

HANNIBAL & ST. JOSEPH R. R.
BONDS.

SEALED proposals will be received until Saturday, the 26th instant, at noon, for the sale to the Trustees of the Sinking Fund, of $22,500 worth of the Mortgage Convertible Bonds of the Hannibal and St. Joseph Railroad Company, dated July 1, 1858, and payable 25 years after date. Proposals may be addressed to H. H. HUNNEWELL, Boston, and indorsed "Proposals to Trustees."

H. H. HUNNEWELL,
SIDNEY BARTLETT, } Trustees.
H. P. KIDDER,

BOSTON, Feb. 2, 1860. 3t6

New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by

WILLIAMS & PAGE,
3m52 44 Water st., Boston.

STEEL, FILES, ETC.
R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel**, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files**, of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK USE

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMPY,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
BOSTON, June, 1851. 29 Central Wharf.

RAILROAD IRON.

CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

LILLIE'S
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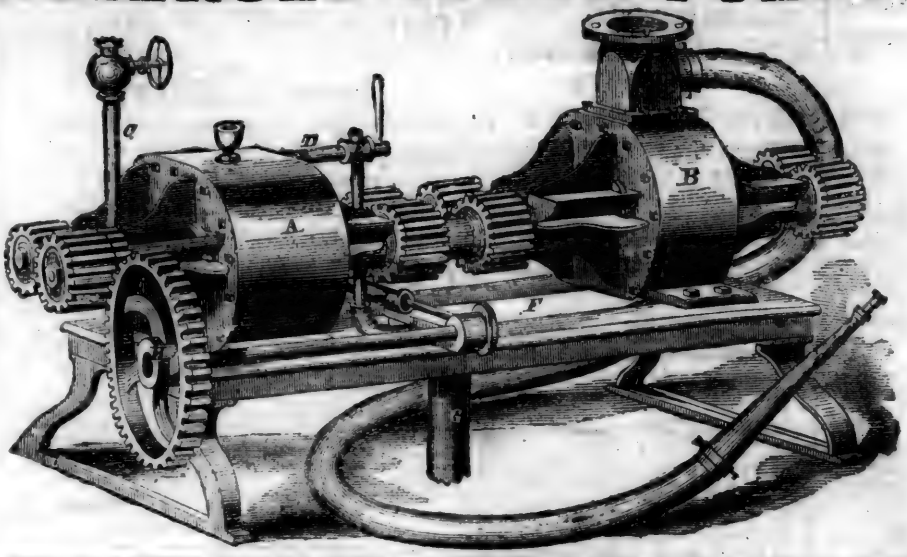


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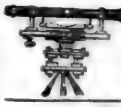
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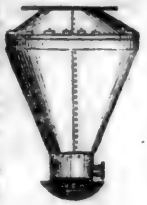
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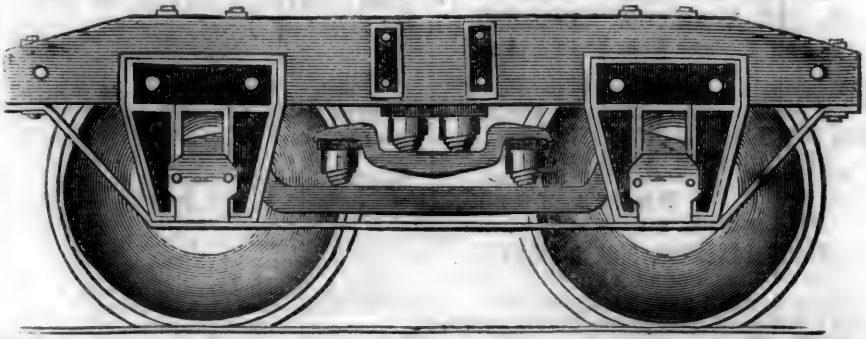
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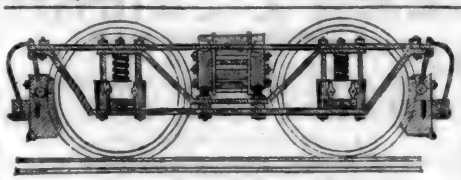
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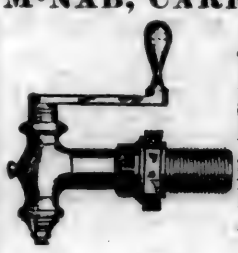
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 7.] SATURDAY, FEBRUARY 18, 1860. [WHOLE No. 1,244, VOL. XXXIII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Railroads of Michigan. 133
Pennsylvania Railroad.... 134
Tunnel at Bergen.... 136
South Carolina Railroad..... 136
Early American Locomotives.... 137
Financial 144
Selma and Gulf Railroad.... 145
Mobile and Great Northern Railroad.....145
Our Public Works and Our Wealth..... 145
Damages for Injuries Caused by Stopping Trains at Crossings.... 146

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, February 18, 1860.

Railroads of Michigan.

The geographical position of Michigan in relation to the East and Northwest of the Union, is so highly favorable that as a commercial State its development must be rapid. The great lines from Canada find their terminus on its eastern frontier, and make Detroit the centre of a vast and ever increasing trade—an entrepot between manufacturing Europe and the grain and meat producing regions lying in the basin of the northern lakes, and in the upper valley of the Mississippi; and over these avenues, that commerce which formerly flowed to and from Boston and New York, will now seek Portland as its seaport. On its southwestern frontier, several great lines from the West and Southwest enter the State; and in a direct line across it, the Detroit and Milwaukee road and the lake ferry, forms together a connection East and West, the shortest, and, in summer, the pleasantest to travel. No less, indeed, than three great lines traverse this State across its breadth, and make it as the stepping stone between the field and the market. It is yet, however, too early in the history of these great works for them to have acquired even the first impetus in their vocation—time will develope their destiny. In the meanwhile it will not be out of place to note their progress and doings; but this more as a starting point for future comparison, than as a present indication of their commercial value. The following, chiefly compiled from the Detroit *Tribune* of the 7th inst., may be relied on, and will suffice for the purpose for which they have been penned.

Michigan Central Railroad.

The Michigan Central was the first railroad built within the State, and since its completion has been one of the most successful, both as a through and local highway. On its line have sprung up a number of flourishing towns and villages, and those which existed previous to its construction have shared in its developing influences. Ypsilanti, Ann Arbor, Jackson, Marshall, Battle Creek, Albion, Kalamazoo, Niles, and others that might be properly included, all located upon this road, are noted for their thrift and enterprise. Their commerce is rapidly increasing, and the country along the entire route will compare well with that traversed by the great thoroughfares of any other section.

This road was commenced and partially built by the State; but in 1844 passed into the possession of the company now owning it, who completed it to Chicago. Its eastern terminus being at Detroit, it has the full advantages of the numerous connections at that point: the Great Western and the Grand Trunk and the Southern Central lines, to the principal ports on Lakes Huron and Erie. At Chicago, it has even greater advantages in its connections—too numerous and too well known to require enumeration. Freight is now taken from Chicago to Portland without breaking bulk but once; and an important arrangement has been made with the Joliet Cut-Off, by means of which a direct transmission of freight is secured between St. Louis and Detroit in 38 hours.

The three magnificent steamers belonging to the company, viz: the *Plymouth Rock*, the *Western World*, and the *Mississippi*, owing to the late depression of business, have been laid up at their dock since the fall of 1857; but with the return of more prosperous times, they will, doubtlessly, be again placed in commission. The line formed by these vessels is a pleasant and cheap medium of communication between the East and the West and Southwest, so far as lake navigation is applicable.

The equipment of the road is complete. The rolling stock consists of 98 engines, 70 first class passenger cars, 12 second class passenger cars, 29 baggage cars, and 2,778 freight cars, making a total of 2,889 cars, all of which were built in the company's own shops. This enumeration does not include the gravel and repair cars, which number several hundred more.

The following table shows the earnings of the road for each month of 1859, and compares the totals of 1858 and 1859:

1859.	Passenger earnings.	Freight earnings.	Mails, etc., earnings.	Total earnings.
January	$50,090	$46,059	$5,237	$101,386
February ...	48,080	49,831	5,098	102,959
March	77,838	68,715	5,311	151,864
April	73,855	63,792	5,497	143,143
May	70,246	51,407	5,493	127,145
June	67,510	46,767	5,493	119 770
July	62,119	40,692	5,493	108,304
August	70,053	72,740	7,572	150,366
September ..	93,595	111,751	5,491	210,837
October	89,198	131,386	5,492	226,077
November ...	69,294	106,830	5,492	181,617
December ...	53,169	74,435	5,344	132,948
Total, 1859.	$824,998	$864,406	$67,015	$1,756,420
" 1858.	1,013,062	931,753	71,870	2,016,185
Decrease...	$188,064	$77,347	$4,855	$259,715

The officers of this company are as follows: J. B. Brooks, *President*, Boston, Mass.; R. N. Rice, *Superintendent*, Detroit, Michigan; C. H. Hurd, *Assistant Superintendent*, Detroit, Mich.; Isaac Livermore, *Treasurer*, Boston, Mass.; Oliver Macy, *Local Treasurer*, Detroit, Mich.; William Boott, *Auditor*, Boston, Mass.; John Newell, *Local Auditor*, Detroit, Mich.; H. E. Sargeant, *General Freight Agent*, Chicago, Ill.; John Hosman, *Freight Agent*, Detroit, Mich.; Geo. W. Gilbert, *Cashier*, Detroit, Mich.; D. Wilmot Smith, *Supt. of Telegraph Line*, Kalamazoo, Mich.

Detroit and Milwaukee Railroad.

This road is 188 miles long, and has been in operation through its whole length since November, 1858. Like the Michigan Central, it has been of incalculable value in developing the resources of the region through which it is located.

Pontiac, Fentonville, St. Johns, Jones, Grand Rapids and Grand Haven, are essentially of its making, and there are numerous other villages on the road which are rapidly rising into reputation. As a direct line between the East and West it is decidedly the most economical, having Milwaukee at one terminus and Detroit on the other, and during the first season several vessels have loaded at the company's wharves at Detroit for European ports.

The company has now in use 30 locomotives, 27 first class passenger cars, 3 sleeping cars, 6 second class passenger cars, 11 baggage cars, 6 post office cars, 2 way cars, 240 box freight cars, 12 cattle cars, 139 flat cars, and 1 auxiliary car.

The number of passengers carried during the year was 159,387, against 126,913 during the year preceding. The freight business is exhibited in the following table:

	1858-9.	1857-8.
December	$31,089	$23,848
January	25,143	18,522
February	24,748	16,134
March	36,130	21,520
April	44,803	31,280
May	42,057	29,017
June	45,107	24,984
July	42,224	26,627
August	53,058	31,571
September	68,006	49,216
October	73,708	46,149
November	55,365	36,529
Total	$540,939	$354,843

The railroad wharf before mentioned is one of the most magnificent in the world, and was completed during the past year. It is 1,500 feet long by 90 feet wide. At its west end is the great freight house, the dimensions of which are 450 feet by 182 feet.

In the latter part of August the fine steamers *Detroit* and *Milwaukee* were completed and put on the route; but owing to subsequent accidents, they were withdrawn. These were intended to connect the west terminus of the road by a water communication with Milwaukee.

The present officers of the company are: C. J. Brydges, *President;* C. C. Trowbridge, *Secretary;* W. K. Muir, *General Superintendent;* J. A. Armstrong, *General Agent;* James H. Muir, *Auditor;* J. L. McAlpine, *Chief Engineer.*

Company's office, Detroit, Mich.

Detroit and Toledo Railroad.

This road, which is 65 miles long, was opened through in January, 1857. It was built by the Detroit, Monroe and Toledo Railroad Company, who leased it to the Michigan Southern Company. It is an important link in the great railroad system, extending from the East to the Southwest, of which system, Detroit, from its favorable position, has become the common centre. Since the opening of the Grand Trunk in November last, a large amount of freight has passed over it booked for Liverpool direct. L. P. Knight is Agent at Detroit.

Amboy, Lansing and Traverse Bay Railroad.

On the line of the new road, the distance from Owosso to Lansing, 26 miles, is ready for the iron. The division from Lansing to Albion, 36 miles, is being graded and furnished with ties. About 100 men are at work. Between Owosso and Saginaw, 33 miles, arrangements are nearly completed to start the work. The grading, etc., is done by local subscriptions, of which $3,000 per mile has been subscribed. Office, Owosso, Mich.

Flint and Pere Marquette Railroad.

The entire line of the Flint and Pere Marquette road, as located, is 172½ miles, and 7¾ miles is laid with iron, and 24½ miles additional is graded, and the ties for which are delivered. It is estimated that hereafter 20 miles a year will be completed.

Grand Trunk Railway.

The link of this road extending from Port Huron to Detroit, was opened to traffic on the 21st November, 1859. It possesses important advantages. Being of uniform gauge (5 feet 6 inches) with the Canada road, and being also under the same direction, no change of cars is necessary from Sarnia to Portland. This road is likely to become the avenue through which an immense tide of immigration will pour into and through Michigan. It will also carry to the seaboard the immense commercial material from all the west of Detroit. A junction has been made with the Michigan Central road, by which it prolongs the Grand Trunk to Chicago; and it is possible that ere long another junction will be made with the Detroit and Milwaukee Railroad, by means of a branch from Port Huron to Owosso. In the latter case, there will be a direct line across Michigan, connecting with the Milwaukee Railroad, by the ferry across the lake, and penetrating into Iowa, Minnesota, Nebraska and Oregon.

The officers of the company are: T. E. Blackwell, *President;* T. S. Stevenson, *Treasurer* and *Secretary;* Walter Shanly, *Superintendent;* T. D. Hall, *General Freight and Ticket Agent;* J. D. Hayes, *Station Agent,* of Detroit.

Michigan Southern and Northern Indiana R. R.

The main line of this road, which taps a rich and important portion of Michigan, is 246 miles long, and its branches, 293 miles long. It cost, with its equipment, $17,000,000. The following are the monthly earnings for the year ending 30th November:

	1857–8.	1858–9.
December	$144,188 81	$139,432 55
January	106,761 90	104,179 19
February	97,312 96	106,059 29
March	160,612 86	142,454 07
April	206,505 60	144,512 46
May	187,799 76	137,518 27
June	180,137 01	122,105 94
July	149,606 78	102,027 29
August	202,709 28	149,879 66
September	224,775 97	181,133 48
October	198,215 93	214.468 66
November	168,009 56	181,532 96

The officers of the company are: George Bliss, Springfield, Mass., *President;* Wm. Savage, Toledo, Mich., *Treasurer;* F. E. Worcester, New York, *Secretary;* John J. Adams, Tecumseh, Mich., *Auditor;* J. D. Campbell, Adrain, Mich., *Superintendent;* J. Nottingham, Chicago, Ill., *General Freight Agent;* and D. P. Phelps, Syracuse, N. Y., *General Ticket Agent.*

Sale of the Genesee Valley Railroad.

The section of this road, extending from Avon to Mt. Morris, 16 miles in length, was sold under the mortgage on the 10th inst. The price paid was $87,500. It was purchased by Wm. Kidd of Rochester, for the benefit of the bondholders.

Pennsylvania Railroad.

The following condensed statement exhibits the results of the operations of this company for the year ending 31st December, 1859:

Earnings of the company from the business of the road:

From Passengers	$1,420,912 43
" U. S. mails	74,483 00
" Expresses	75,120 00
" Freights	3,656,111 15
" Miscellaneous sources	135,725 63
	$5,362,355 21

Expenses of operating the road:

Cost of conducting transportation	$1,333,041 00	
Cost of motive power.	864,076 92	
Cost of maintenance of road	671,100 19	
Cost of maintenance of cars.	190,278 34	
Cost of general exp's.	72,241 70	
		3,130,738 15
Net earnings of the road		$2,231,617 06

The earnings of the road, as compared with those of the preceding year, give an increase of $177,024 53.

The increased earnings for first-class passengers amount to $73,355 99, while the earnings from the emigrant business show a decrease of $24,681 71; leaving as the increase from the whole passenger traffic the sum of $48,674 28. This increase was mainly derived from the local travel upon the road, and is due to the increased facilities afforded for this character of business. The Philadelphia Division shows an increase equivalent to a passage over the whole Division of from $169,379 in 1858, to $196,488 in 1859, and on the main line of the Harrisburg and Lancaster road from $109,481 in 1858, to $124,244 in 1859, notwithstanding the competition between Harrisburg and Philadelphia, by the Philadelphia and Reading Railroad and its Lebanon Valley Branch.

The whole number of passengers transported by the company during the year was 1,459,110, and the miles traveled amounted to 54,839,691, or an average of 37 5.1 miles per passenger. Notwithstanding the large number of passengers carried over the road not a single life was lost.

The freight earnings for the year amounted to the sum of $119,904 84 more than was derived from this source in 1858. The increase of the freight earnings is entirely due to the local business exceeding that of 1858 the amount of 110,937 tons, while the through freight, amounting in all to 233,606 tons, was only increased 12,396 tons.

The whole tonnage moved upon the road during 1859 was 1,170,240 tons, exclusive of 70,875 tons of wood, coal, lumber, &c., for the use of the company. Embraced in the foregoing tonnage there was transported in the cars of the company 210,903 tons of coal, and of the same article 210,722 tons in the cars of individuals, making the entire movement of coal 421,625 tons, and an increase in this traffic over the preceding year of 81,087 tons. The amount of coal delivered in Pittsburg during the last year (all in cars other than those of the Company) was 100,302 tons, and varying but little from the amount for the year 1858.

The result of the year's business should be gratifying to the shareholders, as demonstrating the value of their property, and showing the strength of its position. The Directors have not only been enabled to declare three per cent. semi-annual dividends, clear of State tax, but have had a balance sufficient to justify the creation of a Sinking Fund for the redemption of the Second Mortgage Bonds of the company, in accordance with previous intimations to these bondholders.

The funds furnished to the Trustees of the Sinking Fund have been invested by them in the shares of the Cumberland Valley Railroad Company, and to an amount of more than one-half of the capital stock of that company. This investment, while it

yields a full interest upon the outlay, protects the business of this company from the undue influence of other interests.

The roadway has been maintained in complete order. The amount of iron supplied for repairs, during the year, is equivalent to fifty miles of track, which, with the present extent of line, is about the quantity that will be annually required to keep the road in good condition. A lower rate of speed for both passenger and freight trains would materially lessen the wear of the rails and the machinery, and effect important savings in the cost of working the road in nearly every department.

To attain high speeds, heavy and powerful locomotives must be used, and additional safeguards are required to compensate for the increased risk involved. The destructive effects of these heavy machines, moving at high velocities, can be readiy appreciated by every one, and it is therefore a matter of surprise that managers should persist in this practice. This company cannot, however, reduce the speed of its trains, or advance its through rates and retain its customers, while its chief competitors continue to insist upon an adverse policy.

The earnings of the canals owned by the company were:

From the Eastern Division.	$152,871 23	
" Juniata Divis's..	26,824 39	
" Western Divis's..	15,514 04	
From miscella's receipts..	2,339 62	
		$197,549 38

The expenses of maintaining the canals for the same period, were as follows:

For repairs, renewals and enlargement	$140,105 07	
For superintendence, collectors, lock tenders, weighmasters, stationery, &c.	35,347 31	
		$175,452 38
Leaving net earnings of the canals		$22,097 00

The increase in the canal revenues over 1858 was $18,449 30, and the increased expenditures were $51,894 06, embracing the sum of $24,294 79 expended in the re-erection of a bridge over the Susquehanna River at Clark's Ferry, which had been blown down by a severe storm, and also an expenditure of about $8,000 incurred for steam towage, rendered necessary in consequence of the destruction of the bridge. The remaining portion of the increase of expenses was incurred in deepening and enlarging the capacity of the Eastern Division of the canal.

The amount of coal transported on the canals of the company, during the year 1859, was 515,366 tons, being an increase over the preceding year of 104,634 tons, and the amount of lumber transported was increased from 95,770,453 feet in 1858 to 120,074,675 feet in 1859, giving an average increase of tonnage of about twenty-five per cent. The gross revenue of the canals was not, however, increased in the same ratio as the tonnage, owing to a reduction of tolls rendered necessary in order to retain this traffic in its customary channel.

The enlargement of the Susquehanna and Wyoming canals, which it is understood will be effected before the opening of navigation in the ensuing spring, will so reduce the cost of transportation on the whole line as to allow a restoration of the tolls to their former limit. It has been the policy of this company (contrary to public expectation) to cultivate the trade upon their canals and develope the resources of the region of country contiguous to them, in order if possible, to render them productive property.

These canals were received from the Commonwealth in a very dilapidated condition; the prism of the canal being so reduced as to scarcely afford more than a depth of three feet of water throughout. The condition of these works rendered it impracticable for those engaged in transportation on them to contend successfully with the railways for the traffic of the country traversed, and the consequence was, at the time the company received possession of them, their trade was gradually declining.

Upon the Eastern Division the depth of water has been increased to a minimum of five feet, and the other divisions of the works, where any trade of importance was to be accommodated, have been restored to their original capacity. No portion of these canals, except the Eastern Division, (of 46 miles in length) is self-sustaining; but it is hoped that the Juniata Division, as far west as Huntingdon, may ultimately be made to produce some net revenue.

The management of the entire line of canals has been placed under Thomas T. Wierman, Esq., civil engineer, who has conducted the affairs in this branch of the Company's service with commendable judgment and economy.

The statement of the Treasurer on the financial condition of the company, 1st January, 1860, furnishes the following figures:

Amount received from shareholders in payment for capital stock	$13,249,125 00	
And from loans, &c.	9,307,038 32	
Mortgages and ground rents	815,479 11	
Bonds due the State	7,300,000 00	
Balance of interest and dividends..	45,349 63	
Contingent fund	406,874 23	
Profit and loss, deducting discount on 2nd mortgage bonds	732,966 39	
		$31,356,832 68
Which has been expended as follows:		
Cost of road between Harrisburg and Pittsburg; and station and warehouses on the Philadelphia Division	$16,904,525 16	
Less profits of road after paying interest to stockholders up to Nov. 1, 1855, credited to Cost of Construction, as required by charter.	589,185 79	
Cost of Main Line of Public Works.	7,500,000 00	
Cost of Equipment	2,974,473 23	
Cost of Real Estate	1,644,030 62	
Cost of telegraph line	45,264 28	
Extension to Steubenville & Pittsburg Railroad	5,214 09	
Total cost	$28,484,221 59	
Stock of the Pittsburg, Ft. Wayne and Chicago Railroad Company.	816,050 00	
Bonds of Municipal and Railroad Corporations	46,712 50	
Bills and accounts receivable.	805,184 65	
Sinking fund.	277,255 00	
Fuel and materials	316,549 10	
Balance in hands of agents.	269,941 91	
Balance in hands of Treasurer	340,867 93	
		$31,356,832 68

There has been charged to Construction and Equipment account for the past year the sum of $768,547 26, which has been expended in completing the second track from Pittsburg to Lockport, and from Johnstown, in Cambria county, to Barree, in Huntingdon county, leaving a space of 16 5.1 miles to be filled up between Lockport and Johnstown, and of 55 9.1 miles between Barbee and Harrisburg, in all 72 4.1 miles, to complete a line of double track for the entire length of the road. Other portions of this expenditure have been made in extensions of the shops at Pittsburg and Altoona; the construction of sidings, warehouses and passenger stations on the line of the Philadelphia Division (Philadelphia and Columbia Railroad), and in the increase of our equipment.

These expenditures have, in part, been met, as well as a payment to the State of $100,000 on account of the Main Line purchase, by an increase of the funded debt of the company—the remainder, after providing for the payments due to the Sinking Fund, having been contributed from the profits of the road.

The erection of a passenger station at Pittsburg and one at Lancaster, a warehouse at Johnstown, and the extension of the second track from Barree to Petersburg or Huntingdon, as also the cost of reaching a Delaware terminus, will require an expenditure to be provided for in 1860.

The practical working of the road since the purchase of the Philadelphia Division has demonstrated the importance of a change in the distribution of the motive power of the line, which will render necessary the enlargement of the accommodations for it at Harrisburg, and throw out of use the intermediate shops. It is estimated by the General Superintendent that the cost resulting from such an arrangement (and by which the road can be operated in three divisions) would be fully covered by the saving effected in the motive power and transportation departments in a single year.

The Pittsburg, Fort Wayne and Chicago Railroad Company, which, from time to time, received pecuniary aid from this company, has been in operation from Pittsburg to Chicago during the entire year 1859. Its increased revenues during that period, over those of the preceding year, when we consider the depressed condition of the trade of the northwest, should be deemed quite satisfactory. Had the older portion of the road and machinery been maintained in good, effective condition, the net results upon that road would have been such as to restore confidence in the enterprise. The heavy expenditure on these accounts, however, left but a small amount to be applied to the liquidation of the floating debt, and to meet the advances required for the time of the extension of the time.

This floating debt consisted chiefly of the aggregate of that of the three companies composing the consolidated line, which, at the time of consolidation, was much larger than prudence justified. It was carried mainly by a hypothecation of its bonds. The protection of these bonds from sacrifice has been the chief difficulty encountered in arranging the indebtedness of that company.

Under the belief that the floating debt creditors received too much consideration from the directors, to the injury of the mortgage bondholders, the latter applied to the United States District Court for the appointment of a Receiver. This proceeding was concurred in by the Board of Directors, after a change in the officer was agreed upon, and the decree of the Court so arranged as to equitably protect all interests involved. This decree of the Court protects, as far as practicable, the interests of the Pennsylvania Railroad Company, while it relieves the working of the road from vexatious interruptions from its creditors.

The directors, in pursuance of resolutions passed at the last annual meeting, advertised for proposals for property suitable for a termini depot on the Delaware river, at any point between the mouth of the Schuylkill and two miles above Richmond. Under this invitation, offers for property at different localities were received and referred to the Chief Engineer of the city for estimates of reaching the several properties offered. The report of this officer has been published. After a careful consideration of this report, and an examination of the various sites by special committees of the Board, the location was determined, with remarkable unanimity, at the foot of Washington street, immediately above the Navy Yard. Every member of the Board, except one, fully believed that the place selected was, under all the circumstances, the best adapted to the purposes for which a river terminus is required. The object to be attained by a terminus on the Delaware, is to reduce the cost of placing the products of the West, and of the interior of the State, via the Pennsylvania route, at a point where cheap storage and good shipping facilities can be obtained, and thus secure a due proportion of these products for transportation, to be shipped coastwise or to foreign markets. The requirements for such a site were economy in the construction of a road adapted to the use of locomotive steam power, convenience of access, ample space at moderate cost, and proximity to the business centre of the city.

Under existing arrangements a large portion of the western products brought to Philadelphia passes directly through to other markets for sale, stor-

age or shipment, where superior facilities are offered. One of the objects to be obtained by ample depot privileges on the Delaware front is to retain the produce on storage in warehouses on the wharf until the owner determines upon his market. This accumulation of produce will inevitably attract shipping to this port, and create a competition for freights now so much desired.

The route adopted also affords the advantage of connecting (by a short branch road) directly with the City Gas Works, which would effect a saving in transportation and handling of the coals annually consumed by them, equal to the interest upon the cost of extending the road from West Philadelphia (its present terminus) to a connection with the Philadelphia, Wilmington and Baltimore Railroad, east of the Schuylkill. A connection with the latter road at the west end of Gray's Ferry Bridge, may be made at small expense, which, combined with an extension of the Philadelphia and Reading Railroad to the Pennsylvania Railroad, and the west bank of the Schuylkill, would enable the former company to supply the region of country by the West Chester and Philadelphia, Wilmington and Baltimore Railroads, with coal, instead of passing, as at present, along Broad street.

It has been the policy of the company to seek an increase of traffic by securing freights destined to any part of the world, in all cases where they believed they could add to the profits of the shareholders, while they have, with equal care, sought to protect the manufacturing and commercial interests of Philadelphia, whose means have been so liberally embarked in the enterprise, by such differences, in her favor, in the rates of freight as were due to the shortest distance it was to be transported to and from the west. More than this could scarcely be asked of this company, and more, if demanded, would not be permitted by the competing lines of transportation between the East and West. During the past year the New York Central Railroad Company, in an unreasonable (if sincere) effort to bring the rates to and from New York to the same level with those of Philadelphia and Baltimore, sacrificed hundreds of thousands of dollars to herself and rivals, without attaining her object, beyond temporarily destroying the uniformity of these differences in rates.

J. Edgar Thomson, *President.*
Wm. B. Foster, Jr., *Vice President.*
Thomas T. Firth, *Treasurer.*
Edmund Smith, *Secretary.*
Herman J. Lombaert, *Auditor.*
G. W. Grier, *Master of Machinery.*
Thomas A. Scott, *General Superintendent.*
Company's office, Philadelphia, Pa.

The Tunnel at Bergen.

This grand enterprise is being pushed forward with vigor; and it is announced that trains will be able to pass through it by the 1st of May. On the eastern end, the excavation has been completed, and a track laid for over 1,000 feet. Over this, the stones and gravel are now conveyed to the dock by locomotive power. After a cutting of only 80 feet more, another large section will be added, enabling the track to be laid nearly all the way through. The eastern entrance permits the passage of dirt cars as far as the mouth of the tunnel; the earth cutting there is fully one quarter of a mile long, varying from 6 to 60 feet in depth. The bore is 30 feet high by 27 wide at the base, with an arched roof, affording more than sufficient space for a double track. The rock is nearly all gneiss, being like granite of an igneous origin, and exceedingly difficult to penetrate. Large quantities of the stone are being dressed for paving. It is understood that a sort of cock-screw entrance near the middle, something like those leading into the Thames Tunnel, will be constructed, in order to accommodate the people of Hudson. The work of filling in the Long Dock, a most magnificent enterprise, progresses more slowly; but a portion of it may be in readiness by the time passenger trains can run through. The union of Jersey City, Hoboken and Hudson, cannot be far distant; indeed, it is being rapidly brought about by this improvement, and the new houses which are going up in that neighborhood. Within seven years, there will be a population of 100,000 souls on the west bank of the Hudson.

Valuation of Virginia.

The Auditor of Virginia reports the entire valuation of that State at $1,143,676,087, of which the slaves form more than one-fourth, or $313,-148,275.

South Carolina Railroad.

The operations of the company for the years ending 31st December, 1858 and 1859, have been as follows:

	1858.	1859.
Freight earnings	$1,017,421 31	$1,030,566 09
Pass'g'r do.	416,801 05	499,166 50
Mails, etc. do.	66,786 08	66,963 13
	$1,501,008 44	$1,596,695 72
The expenses for the same years were:		
Bureau Department—		
Salaries and contingencies	$18,054 37	$18,352 75
Transport'n Dep't—		
Salaries and wages	238,323 98	245,203 34
Annuity to city of Augusta, from Aug. 1, 1858, to Dec. 31, '59.	9,916 66	7,000 00
Oil and tallow	20,685 82	18,546 94
Wood	53,587 94	42,770 72
Machinery Departm't—		
Salaries and wages, materials and machin'y, and coal	146,029 69	160,365 90
Road Department—		
Salaries and wages, timber, spikes, chairs, and contingencies	127,689 68	157,858 95
Total *ordinary* exp's.	$651,788 70	$709,669 27
Extraordin'y expenses, viz:		
Cost of new works, machinery, etc.	28,788 70	82,741 12
Total ordinary and extraordinary	$680,496 59	$792,410 39
Earn'gs less expenses.	$820,511 85	$804,285 33
From which deduct as follows:		
Sterling interest	$122,142 74	$122,618 00
General do.	56,803 05	45,738 40
Damages and stock killed	13,486 42	8,290 50
Total	$192,432 21	$176,646 90
Leaving for dividend fund	$628,079 64	$627,638 43
Dividend 1st six m'ths.	$155,184 00	$164,883 00
Dividend 2d six m'ths.	164,883 00	164,883 00
Total dividend	$320,067 00	$329,766 00
Which leaves an absolute surplus of income equal to	$308,012 64	$297,872 43
		308,012 64
Other items of surplus funds, transfers, etc.		21,024 97
Total surplus for two years		$626,910 04
Transferred to road account		545,954 73
Damages, depreciation, losses by ag'ts, etc.		$80,955 31

From the above showing, the increase of earnings in 1859 over 1858 was $95,687 28
And the increase of expenses was 111,913 80

Net increase of expenses in 1859.. $16,225 52

—being about 4.29 per cent. in excess of those in 1858.

Report of Finance Committee.

The annual statement for 1859 exhibits a balance of indebtedness agt. the Co. of. $2,623,631 64
Balance last previous year 2,535,520 36

$88,111 28

—from which it would appear that the debts of the company, instead of being reduced, have been increased to the extent of $88,111 28; and it is, therefore, necessary to explain that this is occasioned by the withdrawal from the Assets of $300,-000 of stock in the Camden Branch, which was a mere nominal item, and tended only to complicate accounts. If this sum be restored to the Assets, so as to state the account in the same manner as last year, it will be seen that the result would prove the actual reduction of debt to have been $211,888 72. The effect of this reduction has been virtually to extinguish the floating debt of the company, and leave only the funded debt to be dealt with. The total indebtedness on the 31st December, 1858 and 1859, was comparatively as follows:

	1858.	1859.
Funded debt	$2,730,462 99	$2,679,675 00
Bills payable	172,993 88	147,495 55
Scrip account	20,092 68	.....
Interest and divid'ds	43,224 96	19,598 11
Pay rolls and transcient creditors	82,192 61	84,657 62
Dividends last 6 mos.	164,883 00	164,883 00
Total	$3,213,850 12	$3,096,309 28

—but from the total on the 31st December, there must be deducted, the cash on hand, the amount due by the Post Office Department and other available assets, amounting in all to $376,000, and thus reducing the actual indebtedness to $2,720,-309.

The precise amount of the funded debt is $2,679,675, and it is payable in the following order:

Past due	$1,000 00	In 1863	$440,833 33
In 1860	46,341 67	In 1866	2,000,000 00
In 1861	3,500 00	In 1868	188,000 00

An account of all the moneys expended for permanent works, rolling stock and other property, carefully prepared, exhibits the total cost up to the present time, to have been $8,887,175. This sum has been derived from the following sources:

1st—Share capital paid in $3,879,600
2d—Moneys borrowed and still due ... 2,720,309
3d—Income contributed to capital 2,287,266

The Finance Committee in their endeavors to arrange a suitable plan to provide for the payment of the funded debt, have considered, as suggested by the Board, the possibility of combining with it some measure of compensation to the stockholders for the dividends thus withheld from them and added to the capital. Both objects may be clearly attained by the issue of additional shares. The company could, from their present income, apply $200,000 annually to the payment of their debts; and the entire amount might thus be discharged in a period of about thirteen years. The payments, however, are very unequally distributed, and the heavy payment of $2,000,000 in the single year of 1866, obviously forbids the reliance on the surplus revenue alone; and plainly demands the adoption of some additional and timely measure to insure punctuality in the payment. The committee, guided by these various considerations, have con-

cluded upon a plan which they recommend to the adoption of the Board, as combining the following advantages:

1. That it makes reparation to the stockholders for the income withheld from them and contributed to capital.

2. That it provides a fund of $1,989,800, upon which the company may rely in case of need for the payment of their debts.

3. That this fund will be raised in a manner to confer a benefit, instead of imposing a burden upon the stockholders.

The capital stock of the company consists of 38,796 shares, and the proposal is to issue 38,796 new shares, so as to raise the capital to $7,759,200, or 77,592 shares of $100 each. That the new shares be distributed rateably among the present stockholders. That the scrip be issued with a credit on each share for *Fifty Dollars*, in consideration of the reserved income, and be liable, therefore, to a call of but Fifty dollars on each share.

The effect of this arrangement will be that the stockholders will receive new stock for their past contributions out of income, for the aggregate sum of $1,939,800. An amount which, although less than the sum actually contributed, as we have shown, still makes an appropriation sufficiently near to constitute a measure of substantial justice. Upon the fifty dollars credited on the new stock thus created, it is proposed that dividends shall be paid, the same as on the old shares. The capital will thus be immediately raised to $5,819,400, to wit:

Full shares of old stock	$3,879,600
Half shares of new stock	1,939,800
	$5,819,400

On this sum a dividend of *seven per cent.* would amount to $407,358, or $77,592 more than the dividend of the past year, which was eight and a half per cent. on $3,879,600, or $329,766; and the individual shareholder would receive ten dollars and fifty cents on the old and new share combined, instead of eight dollars and fifty cents on the old share alone.

The resources for the payment of the funded debt of $2,679,675 will then be as follows: Assuming the future net income (which last year was $795,994) at the average sum of $740,000, and deducting $150,000 for the annual interest on the debt during its existence; $93,000 for contingencies, and $407,000 for dividends as proposed, there will still remain $100,000 applicable to the reduction of debt.

This sum annually for eight years would amount to $800,000, which, united to $1,939,800, to be called in upon the new stock, would suffice to discharge the entire debt of $2,720,000. When this debt shall have been paid, the interest will, of course, cease, and also the annual demand of $100,000 for the liquidation of the principal. Supposing the net income to be, then, still $750,000, (if no more,) the capital, $7,759,200, and the dividend seven per cent., or $543,144, there will then be an annual surplus of $200,000 applicable to extraordinary demands upon the company.

It is not, of course, intended that we should wait for the full payment of all the remaining instalments on the new shares before declaring dividends on the new payments; but, on the contrary, that the several instalments shall draw dividends as they may be called in and paid.

While the committee deem it prudent that the company should make this reliable and secure provision for the payment of their debts, and for the protection of the endorsement of the State, which is attached to the $2,000,000 of bonds payable in 1866, they are not unwilling to admit the possibility of meeting the debt without the proposed call on the stockholders. If the income of the road should be augmented to the extent of $100,000 per annum, and the surplus applicable to the debt be thus raised to $200,000 per annum, it would require but thirteen years, as already shown, to extinguish the entire debt from the surplus income alone. And should the future business of the company encourage such an expectation, it will doubtless be in the power of the Directors, from time to time, so to re-arrange and distribute the debts as to extend the payments through the necessary period of thirteen years. As no objections could exist in any quarter to the adoption of this course, if it were found practicable, it is recommended by the committee that the instalments on the new stock be distributed for payment over a period of *ten years, at the rate of five dollars per share per annum;* and that the Directors reserve to themselves the power to remit the calls, and pay the debt from surplus income, if the same should be found practicable.

In furtherance of these measures, the committee finally recommend that the stockholders should be requested, at the next Annual Convention, to confer the necessary power upon the Directors to carry them into effect, by passing the following resolutions:

Resolved, That the Directors be and they are hereby authorized to issue 38,790 new shares of $100 each, and distribute the same rateably among the present shareholders, in proportion to the number of shares severally held by each, on the day 1860. That they be required to give credit on the new scrip thus to be issued for ($50) fifty dollars on each share, to represent in part the sums hitherto reserved out of the annual income, and contributed to the capital of the company. That the fifty dollars thus credited, be entitled to draw dividends at the same rate per centum as the old shares; and that the remaining fifty dollars per share be liable to be called in at the discretion of the Directors, and be subject to the same condition of forfeiture for non-payment of instalments as in the original subscription: *Provided*, That no more than five dollars per share shall be called in any one year, and not less than sixty days notice shall be given of such instalments as may, from time to time, be called; and *Provided*, That no forfeiture of shares shall be enforced against any stockholder who shall, within sixty days from the date fixed for the payment of the instalment upon which he shall have made default, pay up the same with interest thereon.

Resolved, That in addition to the foregoing provision for the payment of the debts of the company, that at least One Hundred Thousand Dollars of the surplus revenue be annually applied in liquidation of the same; and that nothing contained in these resolutions shall be construed to prevent or prohibit the Directors from re-arranging the funded debt of the company, and so distributing the payments as to pay the entire sum thereof out of the surplus income of the company, if the same shall be found practicable.

GENERAL ACCOUNT, JAN. 1, 1860.

		Dr.
Stock for 38,803 shares		$3,879,475 00
Funded Debt—		
Sterling b'ds, 6 pr. ct. payable 1863.		183,332 33
" " 5 " " 1866.		2,000,000 00
Bonds to State S. Car., 6 per cent. payable 1868		188,000 00
Bonds on pledge of Camden Br. Stk. past due		1,000 00
Bonds to Auditor's order, 7 per cent. payable 1860		45,000 00
Do. 7 per cent., payable 1863		190,000 00
Bonds to individuals		7,341 67
Bonds for double track due 1863		65,000 00
Floating Debt—		
Bills payable	$147,495 55	
Coupons sterling	7,416 86	
Coupons A B C E F	7,550 00	
Arrears dividend	1,063 25	
Dividend notes	3,568 00	
Dividend No. 31 for last 6 months	164,883 00	
Pay rolls	17,546 65	
Transient creditors	67,110 97	416,634 28
		$6,975,784 28

		Cr.
Property in 242 miles of road		$4,971,429 85
Hamburg road, 136 miles, in full operation 1834		
Columbia road, 68 miles do., 1842.		
Camden road, 38 miles do., 1849.		
Lands		336,270 55
Negroes		80,518 72
Passenger cars (61) and freight cars (718)		507,155 96
Locomotives (62)		529,843 08
Materials and machinery to be applied		77,888 48
Assets		472,677 64
Viz: Bills receivable	$36 829 50	
Bonds receivable	49 283 36	
Agents balances	59,554 24	
Post Office Department.	63,750 06	
Sundry Railroad Co's.	22,778 77	
Transient debtors	12,316 76	
STOCKS.		
Bost. & So. S. S. Co., 2d instalment	4,012 50	
Ocean S. Nav. Co.	7,500 00	
Gr. & Col. R. R. 1,580 shares at $20	30,160 00	
Wil. and Man. R. R., 154 shares at $100	15,400 00	
Char. and S. Car. R. R., 200 shares cost	19,500 00	
North Carolina R. R., 50 shares at $100	5,000 00	
Blue Ridge Railroad, 490 shares, 2nd instalment.	4,000 00	
Spar. and Union R. R., 887 shares, at $25	22,175 00	
		$6,975,784 28

OFFICERS FOR 1860.—John Caldwell, *President*, Columbia, S. C., and H. T. Peake, *Superintendent*, Carleston, S. C.

Early American Locomotives.

The following is the statement relating to the early American locomotives, made by Wm. H. Brown, Esq., Agent of the Pennsylvania Railroad at Saxton:

"The first American locomotive was built at the West Point Works. It was called the Phœnix, or 'Best Friend of Charleston.' I had charge of the hands fitting up this engine. It was contracted for by Mr. E. L. Miller, of Charleston, S. C., and placed on the road by him in 1830. This engine had four wheels, all of them drivers; two inclined cylinders at an angle, working down on a double crank inside of the frame, with the wheels outside of the frame, each wheel connected together outside with outside rods. The wheels were iron hub, wood spokes and felloes, with iron tiers and iron web and pins in the wheels to connect the outside rods to. The boiler was a vertical one, in form of an old fashioned porter-bottle, the furnace at the bottom surrounded with water, and all filled inside with what we termed teats, running out from the sides and top, with alternately pipe-stays to support the crown of the furnace—the smoke and gas passing out through the sides at several points into an outer side jacket which had the chimney on it. This boiler sat in the centre of the four wheels, with the connecting rods running by it to come into the crank shaft. The cylinders were about six inches in the bore and sixteen inch stroke, wheels four and a half feet diameter. The whole engine weighed about four and a half tons. This engine was shipped to Charleston, S. C., for the Charleston and Hamburg Railroad, and put upon the road in December of that year, 1830."

Ohio and Mississippi Railroad.

This company have now upon their road 76 first class passenger and freight locomotives; 600 house and 300 platform and coal cars; 55 gravel cars; 53 saloon cars, and 20 baggage and express cars.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	----	72.8	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,859	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	.....	155,628	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	.....	76,773	21,006	—	----
1 Jan. '59	319.2	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,158	211,880	6	----
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	—	—	—	—	—	----
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Sep. '59	22.5	—	----	41.8	---	---	-----	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	----
								CONNECTICUT.													
31 Jan. '59	23.9	—	----	—	3	6	80	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	----
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	----	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	120
31 Dec. '58	74.0	—	----	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	----
31 Dec. '58	57.0	—	----	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	----
30 Nov. '58	62.3	—	----	—	---	---	-----	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	----
31 Dec. '58	46.4	8.8	----	—	---	---	-----	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	----
30 Nov. '58	66.0	—	----	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	----
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	----
31 Mar. '58	59.0	7.0	----	—	---	---	-----	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	57
								DELAWARE.													
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	----
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	----
								FLORIDA.													
-- -- 59	154.2	—	----	45.1	---	---	-----	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
30 Apr. '58	—	—	----	—	---	---	-----	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	—	—	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '57	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,634	10	----
31 Mar. '59	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	----
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
-- -- --	220.0	—	----	—	---	---	-----	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	....	----
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	----
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
-- -- '58	138.0	—	----	75.0	---	---	-----	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	----
30 Jun. '58	181.8	—	----	—	53	57	900	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	62½
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	57
-- -- '57	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	56½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
-- -- --	148.0	—	----	—	—	—	—	Ohio and Mississippi	4,870,686	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	----
-- -- --	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	—	—	—	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	40
31 Dec. '58	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	----
31 Aug. '57	78.0	—	----	—	---	---	-----	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	....	----
-- -- '58	86.0	49.0	----	—	---	---	-----	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,350	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	[548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '59	29.0	—	----	—	---	---	-----	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	....	....	—	---	---	-----	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	----
-- -- '59	13.8	—	----	70.2	—	—	-----	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '58	80.0	—	----	178.0	---	---	-----	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,689,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	----
1 Aug. '59	21.0	—	----	168.0	---	---	-----	*Vicksburg, Shreveport & Texas*	929,418	*	—	832,922	48,744	60,854	992,060	21.0	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	—	—	—	Penobscot	308,413	.....		180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	93½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	67½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	30.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,004	364,649	—	154
								MASSACHUSETTS.													
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*		600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	26.8	1.8	43.6	—	20	26	844	Boston and Lowell	2,239,253	183,345		1,830,700	440,000	21,965	2,619,210	28.6	274,655	407,399	166,109	6	90
31 May, '59	74.3	7.4	50.8	—	30	39	540	Boston and Maine	3,847,004	368,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,657	7½	109½
31 Dec. '57	74.5	—	2.1	—	.....	.....	.....	Boston and New York Central	3,622,203	69,941		2,241,000	374,550	1,299,039	3,923,319	74.5	.....	88,483	7,052	—	.....
30 Nov. '59	43.5	12.0	22.8	—	22	27	210	Boston and Providence	2,608,833	551,167	70,000	3,160,000	174,220	.....	3,663,138	55.5	292,649	654,673	337,548	8	107
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	437,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,270	6	105
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	144,600	114,417	1,959,549	47.2	78,282	106,846	49,483	—	.....
30 Nov. '59	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558		1,591,100	252,500	11,029	.....	75.4	158,815	271,592	108,225	4	72
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,134,475	456,523	262,102	2,853,400	2,105,500	172,218	5,128,719	100.5	378,641	663,135	319,526	—	92
30 Nov. '58	19.9	1.3	2.8	—	—	—	—	Essex	742,592	4,416		299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,295	—	40
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	350,149		3,540,000	.....	131,453	3,863,710	67.7	303,392	572,967	278,855	6	98½
30 Nov. '59	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	244,474	*		198,000	62,900	500	262,000	26.0	35,557	48,765	16,628	6	.....
30 Nov. '58	9.0	—	9.0	—	—	—	—	Grand Junction (Boston)	.....	.....		.....	.....	.....	.....	9.0	.....	.....	.....	—	.....
30 Nov. '58	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	598,299	.....		292,651	200,000	105,649	.....	ope	r. by N.	H. & N'h	23,294	—	.....
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	80,275		200,000	100,000	.....	.....	12.4	22,455	42,784	18,540	3	.....
30 Nov. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684		600,000	.....	.....	.....	14.6	123,395	180,085	71,505	8	105
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906		500,000	.....	12,600	.....	21.5	52,220	137,914	28,968	—	.....
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,086	59,096		220,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	.....
30 Nov. '58	8.6	—	0.4	23.4	—	—	—	N. York and Boston Air Line	416,133	.....		223,176	673,210	4,645	.....	8.6	18,093	16,606	1,647	—	.....
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503		3,015,100	161,500	30,935	3,748,970	87.3	365,197	551,399	257,060	6	108
30 Nov. '59	18.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	We	stern.	48,355	25,127	6	.....
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,534,911	254,565		1,550,000	300,000	46,560	1,897,369	43.4	199,895	270,402	110,344	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543		243,305	226,900	.....	.....	16.9	29,822	50,856	.....	—	.....
30 Nov. '58	21.9	—	.....	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100		448,700	.....	.....	450,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '58	7.1	—	.....	35.5	—	—	—	Troy and Greenfield	329,741	.....		288,428	169,000	9,854	.....	—	—	—	—	—	.....
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343		2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	124
30 Nov. '59	173.4	—	104.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,713	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,767,068	830,148	8	111
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961		1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5½	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	.....
1 Jan. '59	183.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	37½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	6
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	—	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	—	—	—	—
30 Aug. '59	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	—	—	—	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,506	34.5	334,532	459,659	128,366	6	54
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,526	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	55
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	85
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	464
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,173,285	*		1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,787,970	*		656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	.....
-- -- '59	—	—	.....	2.6	—	—	—	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	—	—	—	—	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.6	—	.....	—	—	—	—	New Jersey	3,225,532	313,295		3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	128
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	.....		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	.....		248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	—	—	—	Warren	1,568,713	*		968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	5½	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....		.....	.....	.....	.....	—	—	—	—	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	—	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	—	—	ope	r. by W	estern.	—	6	—
30 Sep. '58	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	—	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	16,530	23,554	9,204	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	—	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	—	87.8	356,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	—	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	—	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	—	—	—	—	—	—	—	ope	r. by Re	ceivers.	—	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	—	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	49,519	58,207	10,840	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	404
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	74
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	8½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	9
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	—	1,494,000	—	—	121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	—	75.4	98,686	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	—	46.2	89,380	208,223	33,946	3	—
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	—	18.4	32,980	37,280	18,590	2	—
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	—	—	ope	r.by Ren	s. & Sar.	30,150	2½	—
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	—	54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	—	—	—	—	—	—	—
30 Jun. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	—	81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	—	27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	118.2	—	....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '58	137.0	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	59
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	86
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	111
30 Nov. '58	101.0	102.5	....	—	42	--	--	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	19½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	5	3	87		Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	'24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	82
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	3,477,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	8	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
-- -- '58	44.0	—	....	136.2	—	—	—	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	—	85,000	45,000	—	—
-- -- '58	21.3	29.0	....	—	—	—	—	Beaver Meadow	1,542,950	*	—	1,650,000	2,000	—	—	50.3	—	—	—	10	—
31 Aug. '59	63.5	—	....	—	—	—	—	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	....	11	—	—	—	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
-- -- '58	54.0	—	....	—	—	—	—	Dauphin and Susquehanna	—	—	—	—	—	—	—	54.0	—	—	—	—	—
31 Dec. '59	110.8	2.3	....	71	17	3,366		Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	55
-- -- '59	36.5	—	....	—	—	—	—	East Pennsylvania	—	—	—	—	—	—	—	36.3	—	—	—	—	—
-- -- '58	19.6	—	....	—	—	—	—	Erie and Northeast	750,000	*	—	600,000	100,000	—	750,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '58	36.9	19.0	....	—	—	—	—	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	—	1,881,697	55.9	—	423,561	166,852	8	54
31 Aug. '59	35.0	—	....	41.3	—	—	—	Hempfield	1,388,168	*	—	—	—	—	—	35.0	—	32,411	7,267	—	—
-- -- '58	30.5	10.3	....	—	—	—	—	Huntingdon and Broad Top	1,181,997	*	—	—	—	—	—	40.8	—	—	—	—	—
30 Sep. '57	68.0	—	....	—	—	—	—	Lackawanna and Bloomsburg	—	—	—	—	—	—	—	68.0	—	—	—	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	382	Lehigh Valley	3,276,523	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '58	28.0	10.0	....	—	—	—	—	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	—	—	38.0	—	353,101	255,930	9	—
-- -- --	8.0	21.0	....	—	—	—	—	Mauch Chunk and Summit H.	—	—	—	—	—	—	—	—	—	—	—	—	—
-- -- --	13.0	74.0	....	—	—	—	—	Mine Hill and Schuylk. Haven	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	55.6	10.1	....	16	14	513		North Pennsylvania	4,987,321	353,516	—	3,086,710	2,714,500	391,606	6,197,816	55.7	—	296,894	162,071	—	86½
31 Dec. '58	380.0	56.0	300.0	209	99	2,345		Pennsylvania	21,858,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987	386.0	—	5,185,330	2,163,445	6	78½
31 Dec. '58	19.7	—	....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061	—	—	—	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	—	—	Phila. Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	10	—
30 Nov. '58	147.4	4.0	....	142	58	5,658		Philadelphia and Reading	19,390,868	2,121,019	20,180	11,737,041	12,195,950	111,314	24,044,305	197.4	—	2,510,751	1,310,952	3½	39½
-- -- '58	33.0	—	....	—	—	—	—	Philadelphia and Sunbury	1,848,812	*	—	600,000	1,200,000	—	—	33.0	—	89,535	58,335	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	....	—	....	....	—	Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. oy	Cam. &	Amboy	7	....
30 Nov. '58	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt. ..	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	5	38½
31 Oct. '57	48.0	—	80.0	....	....	....	—	Pittsburg and Connellsville ..	2,285,606	*		1,031,173	1,100,000	513,403	2,644,756	48.0	.....	57,838	4,740	—	....
.. .. '59	10.3	—	....	127.5	....	....	—	Pittsburg and Erie								10.3				—	....
31 Dec. '58	467.0	—	....	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,280,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,668	—	....
30 Sep. '57	31.0	—	11.0	....	....	....	....	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	25.0	—	....	....	....	....	....	Schuylkill Valley								25.0	.....	.....	.....	—	....
1 Jan. '59	163.2	—	117.0	....	....	....	....	Sunbury and Erie	5,517,841	37,933		3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	....
.. .. '58	29.7	—	....	....	....	....	....	Tioga	1,093,263	*							.....	.....	.....	—	....
31 Mar. '59	78.0	—	....	....	....	....	....	Williamsport and Elmira	3,650,682	380,847		1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*		1,508,000	306,500	.....	2,158,000	50.0	147.231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588		287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
.. .. '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*		400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia.....	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*		200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*		400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina.....	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia...	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia ..	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.3	150.142	297,806	3 149,167	—	....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston.....	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
	100.0	—	30.6	55.8	....	....	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,309	.....	47.4	54,175	83,129	44,666	—	....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester..	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga...	3,632,882	*		2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	....
	.....	—	....	—	....	....	....	Nashville and Northwestern .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	800,000	204,544	.....	45.8	57,950	75,120	47,879	—	....
	30.0	—	0.6	8.0	....	....	....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. .. '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. .. '59	43.0	—	....	31.0	....	....	....	Houston and Brazoria.....	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central ..	1,132,747	*		1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	....
.. .. '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. .. '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421		1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington.....	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*		950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central.....	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702.271	115,678	—	....
30 Jun. '59	47.0	1	2.8	—	....	....	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612		516,164	793,200	.....	1,308,864	23.7	47,324	43.998	10,493	—	....
31 Aug. '59	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*		332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	....
								VIRGINIA.													
31 Aug. '59	41.3	—	....	122.1	....	....	....	Alex., Loudoun & Hampshire	1,492,194	42.000		1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901		3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar. '59	79 .2	—	....	—	....	....	....	Norfolk and Petersburg.....	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia.....	5,322,150	*		468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*		1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg....	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940		883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*		1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	....	....	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*		836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	....	14.3	2	1	13	Richmond and York River....	488,190	22,810		657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke.....	1,360,988	*	33,700	644.000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	....
30 Sep. '59	178.0	17.0	....	10.0	27	20	280	Virginia Central	4,835,729	527,181		3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086		3,353,672	3,247,500	671.218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep. '57	32.3	—	....	—	....	....	....	Winchester and Potomac	573,998	*		300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	....
								WISCONSIN.													
.. .. '59	55.0	—	....	16.0	....	....	....	Kenosha and Rockford.....	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*.....	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago.....	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon.....	919,757	*		1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*....	7,108,026	1,006,100		3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
.. .. '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	*		345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
.. .. '58	10.0	—	....	55.0	....	....	....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain.....	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western.....	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.).....	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	....	....	....	European & North American	2,100,356	*		.....	.....	.....	.....	29.9	.....	.....	.....	—	....
.. .. '59	60.0	—	....	....	....	....	....	New Brunswick and Canada..	988,746	*		868,493	.....	70,253	988,746	60,0	.....	.....	.....	—	....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
1 Dec. '58	48.7	—	....	—	....	....	—	Panama.....	8,000,000	*	—	4,972,000	2,427,000	—	18,000,000	48.7	.....	1,925,444	1,360,180	12	122

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	160,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83½
" "	700,000	6	1880	84
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	190,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Steri'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
*Catawissa, Williamsp. and Erie:				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
*Central Ohio:				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1863	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	92
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	90
2d Mortgage	950,000	---	1880	82
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1860	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,164,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	----
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin.:				
------	------	---	------	----
*Columbus, Piqua and Indiana:				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1850	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	500,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,560,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,002,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	6	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	6	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1791	----
Free Land, 2d Mortgage	200,000	6	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
*Great Western, Ill.:				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	----
Illinois Central:				
Optional Right Scrip	65,000	7	1863	----
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	----
Free Land	3,000,000	7	1860	100
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.):				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	----
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	83
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	----
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	70
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	----
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	[illegible]
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ----	-------	---	------	----
---- ---- ----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	----
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	89
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	101
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	92
2d Mortgage	4,000,000	7	1859	93
3d Mortgage (convertible)	6,000,000	7	1871	----
4th Mortgage (convertible)	3,729,000	7	1880	48
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	7
Unsecured (convertible)	2,443,000	7	1862	7
Sinking Fund	2,193,000	7	1875	7
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	----
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	87
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,380	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,591,185	†	1856	----
Ohio and Mississippi (Ill.):				
---- ---- ----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	76
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
For Canals, etc.	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	25 y's	----
Free Land	-------	-------	------	----
Peoria and Oquawka:				
---- ---- ----	-------	†	------	----
Peru and Indianapolis:				
---- ---- ----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	6	1860	96½
Mortgage	1,572,800	6	1860	98
Mortgage (convertible)	886,000	6	1860	98
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1880	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	87½
Real Estate Mortgage	616,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1868	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1866	----
2d Mortgage (O. and P.)	750,000	---	1868	----
Income (O. and P.)	1,991,000	---	1873	----
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1878	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	96
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1869	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,900,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie:				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
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Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	17
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. R.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	293,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, February 18, 1860.

FINANCIAL.

The closing cash prices at the Stock Exchange for each day of the week ending 15th Feb'y, 1859, were as follows:

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
FEDERAL STOCKS:—						
U. S. 5s, 1874	100¾	----	----	100¾	----	100¼
STATE STOCKS:—						
Virginia 6s	92¾	----	92¾	92¼	92¼	92¾
Missouri	81	80¾	80¾	80¼	79¼	79¼
Indiana 5s	----	----	----	----	----	----
Tennessee 6s, 1890	88¼	----	88¼	88	87¾	87¼
California 7s	----	----	87	87	87	----
Ohio 6s, 1870	107	----	----	----	110	----
RAILROAD SHARES AND BONDS:—						
Chicago and Rock Isl.	62¾	62¾	63¼	62¾	62¾	62¾
Clev. and Toledo	19¾	19¾	19¾	19¾	19¼	19¼
Clev. and Tol. S. F. B'ds	----	55	----	54¼	----	56¼
Galena and Chicago	58	58	57¾	57¾	56¾	57¼
Hudson River	40¼	41	40¼	40¾	40¾	40¼
Illinois Central Shares	56¼	56¼	56¼	56¼	56¼	56¼
Illinois Central Bonds	88¼	88¾	89	89	89	89
Michigan Central	37¼	37¾	38	37¾	37¾	37¼
Mich. Centr. 8s 1st M.	94¼	95¼	95¼	96	95¾	95¼
M. S. and N. I. guar'd,	15¼	15¼	15	14¾	14¼	14¾
M. S. and N. I.	6¾	6¾	6¼	6¾	6¾	6¼
New York Central	70¾	71	71¼	71	70¼	70¾
New York Centr., '76.	100¼	101	100¼	100¼	100¼	100¼
New York and Erie	8¾	8¾	9	8¾	8¾	9
N. Y. & E. Con. B. '71	----	29¼	----	30	30	----
N. York and Harlem	9¼	9¼	9¼	9¼	9¼	9¼
N. Y. and H. "pref"	34¼	34¼	34	34	34	33¾
N. Y. and H. 1st M.	----	93¾	----	----	94¼	----
Panama	132¼	131¼	132¼	132¼	132	132¼
Phila. and Reading	39	39¾	39¼	40	39¾	39¼
MISCELLANEOUS:—						
Del. and Hud. C. Co.	93	93¼	93¾	93¼	93¼	93¼
Cumberland Coal Co.	16¼	16¼	15¾	16	15¾	16
Pennsylvania Coal Co.	----	84¼	84¼	82	----	----
Pacific Mail S. S. Co.	80¼	80¼	80¾	80¼	83	79
Canton	16¾	16¼	17	17	16¼	17
Brooklyn Water W's.	101	----	----	----	100¼	----

The following are the closing prices in the London Market on the 27th January as brought out by the *Canada*:

United States 5 p. c. red. '74	91¼	to	92
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	78	to	80
Do. do. Fr. L'd red. '60.	91	to	92
Do. $100 shares, $60 p'd.	43	to	44
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	80	to	82
Do. do. 1st mortgage (sinking fund), 1882	80	to	84
Do. $100 shares	30	to	35
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	50	to	55
Do. $100 shares	8	to	12
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	85	to	87
Do. 2d mortgage, 1869	79	to	81
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	30	to	35
Do. Shares, assented	9	to	11
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	35	to	37
Philadelphia and Reading Bonds, 6 per cent., 1860	83	to	88
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The following is a statement of the condition of the Banks of the city of New York:

	Feb. 4.	Feb. 11.	Difference.
Loans	$124,091,982	$123,336,629	D. $755,353
Specie	19,924,301	19,787,567	D. 136,734
Circulat'n	8,174,450	6,185,109	I. 10,659
Deposits	77,577,694	76,471,055	D. 1,106,639

The condition of the Banks on Saturday for the past six weeks has been as follows:

Loans.	Specie.	Circulation.	Deposits.
124,597,663	17,863,734	8,539,068	74,808,855
123,582,414	18,740,866	8,090,548	75,883,763
123,845,931	19,233,494	7,880,865	76,830,581
123,088,626	20,063,739	7,760,761	76,879,826
124,091,982	19,924,301	8,174,450	77,577,694
123,336,629	19,787,567	8,185,109	76,471,055

Clearings for week end'g Feb. 6. $131,892,415 46
Clearings for week end'g Feb. 13. 130,049,449 84
Balances for week end'g Feb. 6. 6,980,579 17
Balances for week end'g Feb. 13. 7,612,856 10

The returns of the Commissioners of Taxes and Assessments for the year 1859 show a continual increase in the valuation of property within the city and county of New York, subject to and assessed for taxes. The following table, compiled from the Annual Reports of the Comptroller, exhibits the amount of such valuation for the last 21 years:—

	Real Estate.	Personal Estate.	Total.
1839 ..	$196,940,134	$69,942,297	$266,882,431
1840 ..	187,221,714	65,013,802	252,235,516
1841 ..	186,350,948	64,843,972	251,194,920
1842 ..	176,513,092	61,292,559	237,805,651
1843 ..	164,955,315	64,273,765	229,229,081
1844 ..	171,937,591	64,789,552	236,727,143
1845 ..	177,207,990	62,767,528	239,995,518
1846 ..	183,480,534	61,471,471	244,952,005
1847 ..	187,315,386	58,837,917	247,153,303
1848 ..	193,029,076	61,164,451	254,193,527
1849 ..	197,741,919	58,455,224	256,197,143
1850 ..	207,146,176	78,989,240	286,085,416
1851 ..	227,015,886	98,095,002	320,110,859
1852 ..	253,278,384	98,490,042	351,768,426
1853 ..	294,652,795	119,034,188	413,686,938
1854 ..	330,564,452	131,721,338	462,235,990
1855 ..	336,975,856	150,022,412	486,998,278
1856 ..	340,972,098	170,774,394	511,740,492
1857 ..	352,343,033	168,216,149	529,559,482
1858 ..	368,346,291	162,847,994	531,194,290
1859 ..	379,110,530	172,971,192	552,081,722

According to the First Annual Report of the State Assessors, just published, the aggregate valuation of real and personal property of the whole State, as assessed for taxes for several years, is as follows:—

1845	$606,646,095	1857	$1,433,309,713
1850	727,494,583	1859	1,416,296,887
1854	1,364,154,625		

The following is a statement of the amount of taxes uncollected Dec. 31, 1858, the amount of the General Tax Levy for 1859, and the portion of said taxes belonging to the city and county respectively:

	Amount belonging to the city.	Amount belonging to the county.
Taxes uncollected Dec. 31, 1858	$3,849,137 22	$25,000 00
General Tax Levy, for 1859	6,546,034 11	3,314,891 98
Total	$10,395,171 33	$3,339,891 98

The collection made during the year 1859 by the Receiver of Taxes, and interest thereon, and the respective proportions of such collections belonging to the city and county were as follows:—

	Amount belonging to the city.	Amount belonging to the county.
Taxes of the year 1858 and previous years	$416,539 49	$25,000 00
Taxes of the year 1859	5,554,012 91	2,812,535 42
Interest on taxes	48,071 50	2,335 03
Total	$6,018,623 90	$2,839,810 45

The return from the Bank of England for the week ending the 25th of January, gives the following results when compare with the previous week:

Public deposits	£5,529,728	Inc.	£363,469
Other deposits	14,079,747	Dec.	771,007
Rest	3,295,135	Inc.	10,651

On the other side of the account:

Governm't securities	£10,411,403	Dec.	£402,419
Other securities	19,199,757	Dec.	93,007
Notes unemployed	4,715,740	Inc.	125,875

The amount of notes in circulation is £21,626,880, being a decrease of £426,260, and the stock of bullion in both departments is £15,559,096 showing a decrease of £325,402 when compared with the preceding return.

The United States Treasurer's Monthly Statement shows the amount at his credit in the Treasury, with Assistant Treasurers and designated depositaries, and in the Mint and branches, by returns received to Monday, January 23, 1860; the amount for which drafts have been issued but were then unpaid, and the amount then remaining subject to draft.

In what place.	Am't on deposits.	Drafts payable.	Subject to draft.
U. S. Treasury	$610,803	$15,941	$594,862
Asst. Treas'y—			
Boston	293,452	110,919	182,532
New York	3,861,398	272,321	3,587,076
Philadelphia	376,213	9,100	367,118
Charleston	128,587	13,151	115,435
New Orleans	413,406	78,636	334,769
St. Louis	63,652	48,146	15,506
San Francisco	186,602	900,578	.....
Depositary—			
Buffalo	1,515	1,073	442
Baltimore	225,640	1,842	223,797
Richmond	4,344	356	3,988
Norfolk	49,497	15,764	33,732
Wilmington	7,696	.....	7,696
Savannah	82,923	13,765	69,158
Mobile	129,307	3,208	126,098
Nashville	17,138	989	16,149
Cincinnati	2,018	1,671	346
Pittsburg	2,473	2,001	471
Louisville	5,984	1,662	4,322
Galveston	25,340	7,086	18,254
Norfolk	1,559	.....	1,559
Cincinnati	9,697	97	9,600
Cincinnati	20	.....	20
Little Rock	140,230	47,644	92,585
Chicago	17,071	1,511	15,559
Detroit	7,409	3,519	3,889
Omaha, Nebraska	10,123	1,208	8,915
Omaha, Cal	13,854	4,050	9,803
Olympia City	2,035	834	1,201
Tallahassee	4,557	3,750	807
Assay Office, N. Y.	1,432,513	.....	1,432,513
Mint, Phila.	241,954	.....	241,954
Branch Mint—			
Charlotte	32,000	.....	32,000
Dahlonega	27,950	.....	27,950
New Orleans	489,267	.....	489,267
San Francisco	500,000	.....	500,000
Total	$9,418,240	$1,562,882	$8,569,382
Deduct overdraft			713,975
Total			$7,855,407

Transfers ordered to Treasury of the United States, Washington	$110,000
Transfer ordered to Assistant Treasurer, St. Louis	300,000
Transfers ordered to Assistant Treasurer, San Francisco	890,000
Transfers ordered to Depositary, at Norfolk, Va.	142,500
Total	$1,442,500
Transfers ordered from Assistant Treasurer, New York	$1,267,500
Transfers ordered from Mint of the U. S., Philadelphia	55,000
Total	$1,322,500

The Currency, Land Warrants and Specie quotations for the week have been as follows:—

N.Y.St.C'rr'cy,3-10a		Virginia	¾a1
New England	1-5a	Ill. and Wisc.	8 a
New Jersey	1-5a	Michigan	1 a
Philadelphia	¼a	Tennessee	1½a
Baltimore	¼a ⅜	Free Indiana	1½a
Interior Penna.	⅝a ¾	Louisiana	¾a1
Interior Md.	⅝a ¾	Mobile	¾a1
Ohio,Ky.,&Ind.1	a	Canada	⅝a ¾
S. Car. and Geo.	⅜a ½	Missouri	2¾a3
N. Carolina	1 a1¼		

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acre warr.	100	110	120 acre warr.	66	78
30 " "	84	90	160 " "	68	75

DRAFTS AND CHECKS.

On Philadelphia	⅛	On Chicago	3
On Baltimore	1-5	On St. Louis	2¼
On Boston	1-5	On Detroit	1
On Cincinnati	⅞	On New Orleans	¾
Bank of England Notes per £			$4 84
Bank of France per franc			18
United States Post Office Scrip			3a5 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars	$1 06	English Silver	$4 80
Spanish Dollars	1 10	Specie	1 03
Five-Frc. Pieces	98	Old Am.H'lf Doll.	1 04½
French Crowns	1 10	" " Quarter D.	1 02
German Crowns	1 08	Spanish Qu., each,	23
Prussian Thalers.	71	Spanish ⅛ths and 16ths per oz.	1 27
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns.	$4 84a$4 86	Sp.Doub.	$16 30a$16 40
Twenty Francs	3 84	Pat. "	$15 70a$15 75
Ten Thaler Pieces	7 86	Gold. Am. Old, 6c.prem.	
Ten Guilder "	3 98	B'k of Engl. Notes,	4 34

Selma and Gulf Railroad.

This company are advertising for proposals for the construction of about 40 miles of their road, commencing at Selma, Ala., and extending southwest to the north line of Monroe Co. In a few weeks, an additional portion of the line, embracing about five sections of heavy work, will be ready for letting.

This road will connect the roads centering at Selma with the Alabama and Florida, and the Mobile and Great Northern roads, leading to Pensacola and Mobile.

The means of the company now consist of reliable subscriptions amounting to nearly $600,000—over $500,000 of which is payable in cash. It is confidently expected that something more will be added in work; and a further cash subscription of $200,000 and upwards be made.

Mobile and Great Northern Railroad.

We learn from the Mobile *Tribune* that the construction of this road has been commenced. Almost all the graduation east of the Tensas river to the Alabama and Florida Railroad has been let to responsible contractors, to be completed within twelve months. It is the intention of those who have the enterprise in charge, to have a connection made with the Alabama and Florida Railroad within eighteen months, and to have the road in operation to the city of Mobile within two years, if no unnecessary obstacles are thrown in their way.

Pittsburg and Steubenville Railroad.

The recently appointed Receiver of the Steubenbenville and Indiana Railroad has lately laid before the Harrison County Court, a report of the earnings and expenses of the Pittsburg, Columbus and Cincinnati line of railroads, for the months of September, October, and November last, in obedience to the terms of the decree of said court, appointing him Receiver. The earnings of the road were: For September, $31,380; for October, $27,077; and for November, $26,167—total, $84,624. The expenses were: September, $28,633; October, $28,543; November, $27,032—total, $84,208. Among the expenditures, were $14,573.50 for arching tunnels; $6,064.11 for renewing bridges; $3,151.50 for new cross-ties, and about $7,500 for completion of telegraph line from Steubenville to Columbus.

Cleveland and Mahoning Railroad.

The office of this company is at Cleveland, Ohio. The following is a list of Directors and Officers:

David Tool, Frederick Kinsman, Charles Smith, H. B. Perhins, Joseph Perhins, Dudley Baldwin, Reuben Hitchcock, R. W. Cunningham, James Magee.

President—David Tool.

Vice President and *Superintendent*—Chas. L. Rhodes.

Secretary and *Treasurer*—O. M. Burke.

Master Mechanic—John Young.

Our Public Works and Our Wealth.

Previous to the construction of the Erie Canal, a Committee of the Legislature, to which was referred the urgency of this work, reported the cost of transporting a ton of merchandise between Buffalo and Albany to be one hundred dollars, and the time required therefor twenty days. Such rates, of course, were an effectual bar that turned all the products, not only of the interior, but of a large portion of our own State, from us to other markets. So late as 1820 the wheat of Western New York was sent down the Delaware and Susquehanna rivers to the cities of Philadelphia and Baltimore! The turning of this tide to New York was simply the result of improved highways. Of these works, the Erie Canal brought to us, in 1858, according to the late report of the Auditor of the Canal Department, 1,273,000 tons of merchandise from the Western States alone. At the rates which prevailed before the opening of the Canal, the cost of sending this tonnage from Buffalo to New York would have been $127,300,000!—a sum exceeding twice its value delivered in this city.

The cost of transporting this tonnage over the Canals last year, including tolls and charges of all kinds, was $3,996,220—showing a saving by using the canal instead of the old earth road, of more than $120,000,000! Of course, a cost of $100 per ton would have operated as a complete bar to the movement of all this Western produce towards us, but the illustration is not therefore the less valuable to prove that our commerce is really a creation of our own, to be increased or lost as we continue to pursue the policy which has hitherto distinguished us, or reverse it by replacing upon our public the burdens we have once removed.

By none has the value of commercial freedom been better understood than by the managers of the Canal. One object has been kept steadily in view by them—to enlarge to the utmost extent the volume of its business by reducing the cost of movement over it—even at the very time when it had a monopoly of its route. The amount of revenue to be derived from it was always a subordinate consideration. Such had become the traditional policy of the State before competition from railroads was dreamed of. To demonstrate this statement beyond cavil, we copy from the late report of the Auditor of the Canal Department the rate of tolls, and the total cost of movement of a ton of merchandise on the Canal between Buffalo and Albany for a period of twenty-nine years

Year.	Up Freight, per ton, from Albany to Buffalo. Average per year.	Tolls deducted.	Leaving freight.	Down Freight, per ton, from Buffalo to Albany. Average per year.	Tolls deducted.	Leaving freight.
1830....	$20.00	$10.22	$9.78	$9.07	$5.11	$3.96
1831....	19.80	10.22	9.58	8.89	5.11	3.78
1832....	20.00	10.22	9.78	9.26	5.11	4.15
1833....	14.80	8.76	6.04	8.15	3.65	4.50
1834....	16.40	6.57	9.83	7.68	3.28	4.40
1835....	16.00	6 57	9.43	6.29	3.28	3.01
1836....	21.00	6.57	14.43	7.13	3.28	3.85
1837....	18.60	6.57	12.08	7.50	3.28	4.22
1838....	17.80	6.57	11.23	6.76	3.28	3.48
1839....	17.80	6.67	11.23	6.94	3.28	3.66
1840....	16.60	6.57	10.03	7.50	3.28	4.22
1841....	12.20	6.57	5.63	6.57	3.28	3.29
1842....	13.20	6.57	6.63	6.02	3.28	2.74
1843....	11.20	6.57	4.63	5.56	3.28	2.28
1844....	13.00	6.57	6.43	5.56	3.28	2.28
1845....	9.60	6.57	3.08	6.57	3.28	3.29
1846....	8.00	4.80	3.20	5.92	2.92	3.00
1847....	7.80	4.80	3.00	7.13	2.92	4.21
1848....	7.80	4.80	3.00	5.37	2.92	2.45
1849....	7.80	4.80	3.00	5.18	2.92	2.26
1850....	7.20	4.80	2.40	5.48	2.92	2.56
1851....	6.20	4.40	1.80	4.71	2.19	2.52
1852....	5.20	2.92	2.68	4.90	2.19	2.71
1853....	5.60	3.92	2.62	5.18	2.19	2.99
1854....	5.00	2.92	2 08	4.81	2.19	2.62
1855....	5.00	2.92	2.08	4.81	2.19	2.92
1856....	5.40	2.92	2.48	5.56	2.19	3.37
1857....	4.80	2.92	1.88	4.26	2.19	2.07
1858....	2.80	1.46	1.34	3.14	1.46	1.68
29 y'rs.	$336.60	165.64	170.96	181.90	89.73	92.17
Av'ge..	11.61	5.71	5.90	6.27	3.09	3.18

During this period the cost of transporting a ton of merchandise from Buffalo to Albany was reduced from $9.07 to $3.14 per ton; and from Albany to Buffalo from $20 to $2.80 per ton! From 1830 to 1853, when the Canal tolls were removed from our railroads, the reduction in one direction was from $9.07 to $5.18; and in the other, from $20 to $5.60 per ton. The canal, therefore, without competition, had reduced the cost of movement nearly one-half in one direction, and in the other nearly one-fourth.

To show the relation between cause and effect, in this instance, we copy the following statement from the report of the Auditor, setting forth the number of tons—the produce of the *Western* States—delivered annually at tide water, by the Erie Canal, for a period of twenty-three years:

Year.	From Western States. Tons.	From this State. Tons.	Total tons.
1836	54,219	364,906	419,125
1837	56,255	331,251	387,506
1838	83,233	336,016	419.249
1839	121,671	264,596	386,267
1840	158,148	309,167	467,315
1841	224,176	308,344	532,520
1842	221,477	258,672	480,149
1843	256,376	378,969	635,345
1844	308,025	491,791	799,816
1845	304,551	655,039	959,590
1846	506,880	600,662	1,107,270
1847	812,840	618,412	1,431,252
1848	650,154	534,183	1,184,337
1849	768,659	498,068	1,266,724
1850	773,858	598,001	1,371,859
1851	966 993	541,084	1,508,677
1852	1,161,978	492,721	1,644,699
1853	1,213,690	637,748	1,851,438
1854	1,100,526	602,167	1,702,693
1855	1,092,876	327,839	1,420,715
1856	1,212,550	374,580	1,587,130
1857	919,998	197,201	1,117,199
1858	1,278,099	223,588	1,496,687
Totals	14,223,184	9,945,605	24,177,799

Suppose the State to have received (and this is a liberal estimate) $1 50 per ton, in tolls, on this tonnage, or $21,348,273, paid into the public treasury, the value of this tonnage, estimating it at only $60 per ton, equaled $853,930,920! From which of the two have we received the greater benefit? Can there be a doubt on this question? For a State like New York, $21,000,000 is not a large sum. But $852,000,000 tells the secret of her commercial greatness; of the vastness of her commerce, her wealth and her population; of her marvelous progress—a progress now so well and clearly marked that one generation more of practical wisdom may see her the great City of the world. And all this is due entirely to our facile communications with every portion of our country. Shall we strike a fatal blow at a policy which has done so much for us, and which, if we only leave it undisturbed, will, in a very years, realize the splendid future so often and so loudly predicted for us?

But this is not half the story. Since 1853, our railroads, by the greater value of their freights, have accomplished more for us than the canal. In that year we began to receive the full benefit of our two great lines—the Erie and Central. The former was opened in the summer of 1851; the latter was relieved of the canal tolls in 1853. To show what these works have done for us, we subjoin a statement of the number of tons transported annually by each for seven years past:

	Tons car'd on the Erie R. R.	Tons car'd on the Central R.
1853	631,039	360,000
1854	743,250	549,804
1855	842,048	670,078
1856	943,215	776,112
1857	978,791	838,791
1858	816 954	765,407
1859	806,000	834,319
Total tons	5,755,297	4,794,506

The value of this tonnage, estimated at $150 per ton, a very low estimate, is equal to $1,582,470,300! For this vast sum, almost beyond computation, we are indebted to our two great roads, which (if we except the $3,000,000 given to the Erie) never cost the State a penny, but which have paid very large sums into its treasury in the shape of taxes; and now, forsooth, we are to tie these great works hand and foot, because the State happens to own a work which competes with them.

To show the relation between the commerce of public works and our foreign commerce, and how one is the necessary sequence of, and keeps pace with the other, we annex a statement of the imports and exports of the City of New York for a period of 11 years:

	Imports.	Exports.
1849	89,425,282	41,450,127
1850	113,752,618	44,646,620
1851	117,428,870	43,889,640
1852	121,183,978	71,523,579
1853	165,370,465	70,628,724
1854	191,631 557	106,060,448
1855	167,860,238	99,970,300
1856	243,556,689	120,886,296
1857	230,618,120	117,724,329
1858	152,867,067	85,639,543
1859	219,640,000	105,601,000

If we cut ourselves off from the West, upon what portion of the country shall we rely for the means to support our commerce and manufactures? The State of New York can supply them no longer. While the tonnage received from the Western States, through the canal alone, has increased in the short space of 23 years, 2,500 per cent.; and taking that brought to us by our railroads as well as canals, more than 5,000 per cent., that of our own State has fallen off in the meantime one-half! We have ceased to be producers of cereals for export. Our lumber is gone. It has been found more economical to manufacture wheat into flour in the districts where it is grown, and send it forward in barrels, than in the grain. We must, therefore, for the future, draw the materials for our commercial and manufacturing industry from the west, if we would hope to sustain them. The least burden placed upon our public works will tend to diminish the quantity sent us. If we tax the railroads, we necessarily increase the cost by the canal—for if the railroads are forced to increase their charges, the forwarders by the canal will soon do the same.

It appears to us that the relation sustained by the Commonwealth to the canal, as its owner, has led to the very absurd notion that the Empire State is to set up in business as a *public carrier*, and that having the power, she is to crush all rivals who underbid her. Suppose the State happened to own a farm. Is no one within her borders to sell produce lower than herself? If the State owns a ship, are all to conform to her tariff, freight and loading charges?

Nothing could be more preposterous than such a notion, except, indeed, such a policy. It would strike a fatal blow at all private enterprise, upon which, as we profess to have long since learned, the wealth and greatness of the State deposits. The State cannot compete with individuals, if it would. Why not, then, abandon at once the policy of taxing our public works, which, if adopted, must be abandoned, but not perhaps till after it has brought upon us infinite mischief and loss?—*New York Times, Feb.* 13.

Journal of Railroad Law.

DAMAGES FOR INJURIES CAUSED BY STOPPING TRAINS AT CROSSINGS. RULE OF NEGLIGENCE AS APPLIED TO CHILDREN.

The case of Kelly *vs.* the Pennsylvania Railroad Company decided in the Supreme Court of Pennsylvania is an authority upon rule of concurrent negligence as applied to children. The law, as we have heretofore remarked, is well settled, that where the plaintiff, in an action for damages, founded upon the negligence of the defendant, is, himself, guilty of negligence, the action cannot be sustained. But cases may occur where the party injured is a child not arrived at years of maturity and of discretion. The question then arises, shall the child be held to the same strict rule, as to what constitutes negligence, that is ordinarily applicable to a person of mature years. The case which we are discussing decides the question in the negative, and is interesting both from the facts of the case and the opinion of the learned judge deciding the case upon appeal.

The plaintiff, Patrick Kelly, on the 5th of September, 1854, was at work on the Broad Top Railroad, near Huntingdon, and his son James, a lad of nine years of age, was sent to him with his dinner. The father sent him in to Huntingdon for some tobacco; and returning by the turnpike, the boy found the crossing obstructed by a train of the defendant's cars; he attempted to creep under them, when the train started, and injured one of his feet so as to render the amputation of it necessary.

Upon these facts the father brought suit against the company for the loss, or damages, sustained by him, by reason of the injuries sustained by his son, alleging that such injuries were caused by reason of the negligence of the company.

Upon the trial the Court charged the jury among other things as follows:

"If the plaintiff's allegation, that the injury is chargeable wholly to negligence on the part of the defendant, is true, his action is maintainable The nursing, and surgical and medical attention required at the time, had to be provided by him. He has moreover a right to his son's services during his minority; and for the loss of his boy's

services, to the extent that he is disabled, as well as for nursing and professional attention at the time of the accident, he would clearly be entitled to a fair compensation in damages; and this though the son, who is the principal sufferer, might at any time bring his own action and recover damages for the principal injury. Upon the same grounds that one can maintain an action, the other may maintain an action also; and one action is no bar to the other. If the plaintiff be entitled to recover in this action, the boy would plainly be entitled to much more."

The plaintiffs claimed, that under the act, 20th March, 1845, the stopping of cars so as to block up the turnpike, was unlawful. While the defendant denied its applicability, the judge on this point said to the jury: "This act we cannot doubt applies to the Pennsylvania Railroad Company. In determining what is an unlawful blocking of a street or crossing we must give it a reasonable construction. In one sense, a crossing is obstructed, for the time, while every train is passing; but that is not an *unlawful* obstruction; for this and every company has a right to the ordinary use of its road. So a train may be stopped by accident, or some unavoidable cause, for a time upon a highway, without any violation of the law. But if a train is voluntarily stopped upon a crossing, when there is no present necessity for it, in the ordinary use of the road, and when it might have been as conveniently stopped elsewhere, it undoubtedly is an unlawful blocking or obstruction of the road, within the meaning of the act, and would subject the engineer or agent to the penalty; and while the train would so remain, it would remain an obstruction upon the highway. It would be there, not a 'spring-gun,' or any other hidden source of intentional mischief, but simply an obstruction, a visible obstruction on the highway and a nuisance, because unlawfully there, and as in the case of any other like obstruction, the company would be accountable to any persons having occasion to travel the road, for any loss, inconvenience, or injury which results directly and entirely from its being there. Any one detained in pursuit of his lawful business, to his injury, would have a right of action. If, however, through impatience of detention, he should undertake to pass under the cars, when about to move forward, and, not being observed, should be injured, he would have no pretence of claim, for that would be the result of his own reckless folly.

"Assuming the crossing to have been obstructed unlawfully, and the defendant to be regarded to that extent a wrong-doer, and responsible to that extent stated, upon the application of the general rule of law, nothing could be clearer than that, if the injury had thus happened to an adult instead of a child he would have no right of action. If Patrick Kelly instead of his boy, had thus undertaken to pass under a train of cars, under like circumstances, and with the same result, no one surely would contend that he would have any cause of complaint which could be entertained in a court of justice. We would not hesitate a moment, nor would any court, to pronounce at once against his case as matter of law."

"It is urged, however, that the negligence or want of ordinary care on the part of the party injured, which concurring with negligence of the other party, would destroy the right of action, is to be judged of in view of the age and capacity of the party injured; and that in this case, 'ordinary care means that degree of care which might reasonably be expected of a person of the age of the plaintiff's son, and in his situation,' and that whether he did or did not exercise such degree of care, is a question for the jury, under all the circumstances to determine.

Upon this question we have no direct decision by our own Supreme Court, and the decisions of the courts abroad are in conflict. Following, however, not what we think should be the rule, but what from limited investigation we have been able to give this important question seems to be the weight of authority, we submit it to you, gentlemen of the jury, to determine from all the circumstances, in case you find the cars were obstructing the crossing and that the boy was injured in an attempt to pass the obstruction, whether the injury might have been avoided by the exercise of that care and discretion which was reasonable to be looked for in a boy of his years. If your conclusion, in that case, upon the question thus submitted, be, that the injury could not have been avoided by ordinary care on the part of the boy, the plaintiff would be entitled to recover, and it would be your duty and province to assess his damages.

The defendants excepted to the charge; and a verdict and judgment having been given for the plaintiff for $3,000, the defendants appealed to the Supreme Court.

The opinion of the Supreme Court, so far as concern the points in the case that we are now considering, fully sustained the charge of the learned judge below. We give, however only that portion of it that relates to the negligence of the child. It is as follows:

WOODWARD, J.—There is no dispute about the principle that forbids a plaintiff to recover damages for an injury which his own negligence or wrong-doing contributed to bring on. But what did the plaintiff do amiss? He sent his son on a lawful errand along a lawful highway. Was it negligence to permit a boy nine years of age to be abroad on an errand? This is not pretended, but it is said the boy betrayed a want of discretion in going under the cars; and the learned counsel seem to maintain that a boy, nine years of age, is bound to the same rule of care and diligence in avoiding the consequences of the neglect or unlawful acts of others, which is required of persons of full age and capacity. The case relied on for this startling proposition is Hartfield *vs.* Roper. That case was thus:—A child of about two years of age was permitted to wander from his father's house and to be sitting or standing in the beaten track of a public highway, when the defendant, driving a span of horses and sleigh with two other persons in it ran over him and injured him. It appeared that the horses were descending a hill at the foot of which was a bridge, that they were going at a reasonable speed, and that there were no houses along that part of the road to excite the expectation that people would be found in the road. Under these circumstances the court held, that failing to see the child in time to avert the danger was not culpable negligence, and they reversed the judgment which gave him damages. The case might have been rested on the propriety of the defendant's conduct. He was pursuing his highway in a lawful and appropriate manner, and that distinguishes the case from ours, for here the wrong-doing of the defendants in obstructing the highway is established. But the case is cited for the sake of Judge Cowen's observations on infantile responsibility, and these I dismiss in the language which Ch. J. Redfield employed in concluding his opinion in Robinson *vs.* Coe.

"The case of Hartfield *vs.* Roper," said he, "is so far as it has any application to the present case altogether at variance with that of Lynch *vs.* Nurdin, and far less sound in its principles, and infinitely less satisfactory to the instinctive sense of reason and justice." Lord Denman's opinion in Lynch *vs.* Nurdin was subsequent to that of Mr. Justice Cowen, and much worthier, it seems to me, to be followed.

If the father is to be held responsible for the discretion of his son, it is only for such discretion as would usually and naturally be expected of a child of his age and intelligence. Was it a violation of that measure of prudence to go under cars standing where they were?

We cannot say it was, as a legal conclusion; and the jury did not find it as a conclusion of fact. Nay, indeed, it may be well doubted, whether most boys, grown familiar with trains of cars by daily observation, would not, in like circumstance, have acted as this boy acted. To many active and enterprising children, risks not absolutely appalling are attractive; especially if others are at hand to witness the daring achievement. Two boys in a neighboring town, went under cars in similar circumstances, and the adjudged cases in the books show that children do frequently incur equal, or even greater, hazards. We cannot, therefore, account this boy's conduct unnatural or extravagant."

Notwithstanding nearly all the exceptions to the charge were overruled, the case finally went back for a new trial on the ground of error in the charge upon the question of the measure or standard of damages. As this is an interesting and important point we reserve it for fuller consideration in our next issue.

Notice to Contractors.

ENGINEER'S OFFICE SELMA & GULF R. R. Co.,
Selma, Ala., January 30, 1860.

SEALED PROPOSALS FOR THE CLEARING, GRADUATION, MASONRY and BRIDGING of the First Division of the Selma and Gulf Railroad, will be received at this Office until the 6TH DAY OF MARCH next.

The portion of road now offered to contract extends from Selma southward to the north line of Monroe County, a distance of about 40 miles, embracing a variety of work, and passing through a healthy country, which is always accessible from several points on the Alabama River in from six to twenty-five miles. All the work in this Division is offered to contractors, except the large Bridge in Section 1, at Selma, and the graduation of a few light sections, let to planters on the line of the road.

Profiles, Plans and Specifications of the work may be seen at the Engineer's Office, after the 10th of February.

For further information, apply to the undersigned, at his office, or on the line of the road.

By order of the Board of Directors.
GAVIN B. YUILLE,
Chief Engineer S. & G. R. R.

HANNIBAL & ST. JOSEPH R. R. BONDS.

SEALED proposals will be received until Saturday, the 25th instant, at noon, for the sale to the Trustees of the Sinking Fund, of $22,500 worth of the Mortgage Convertible Bonds of the Hannibal and St. Joseph Railroad Company, dated July 1, 1858, and payable 25 years after date. Proposals may be addressed to H. H. HUNNEWELL, Boston, and indorsed "Proposals to Trustees."

H. H. HUNNEWELL,
SIDNEY BARTLETT,
H. P. KIDDER,
} Trustees.

BOSTON, Feb. 2, 1860. 3t6

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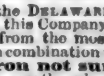
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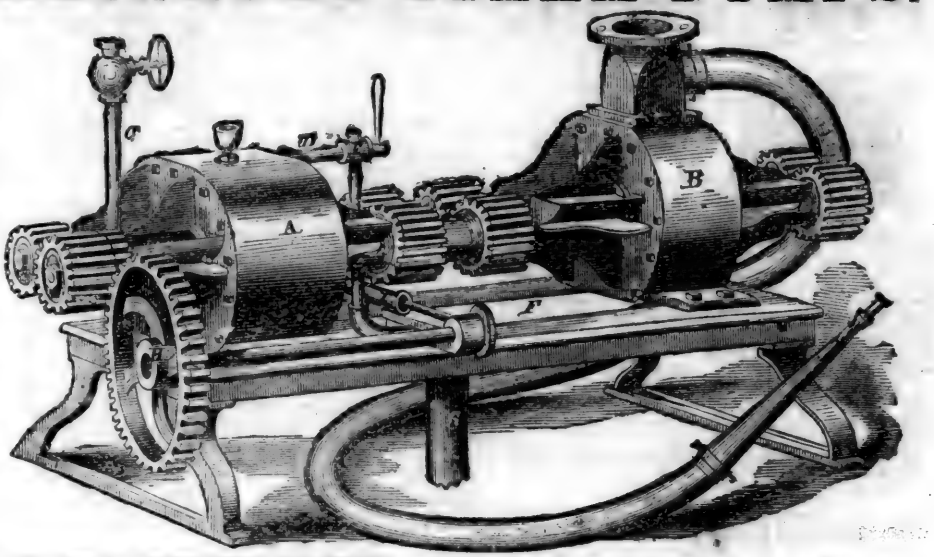
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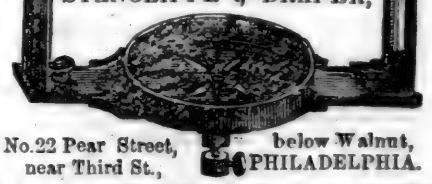
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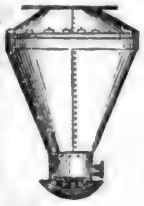
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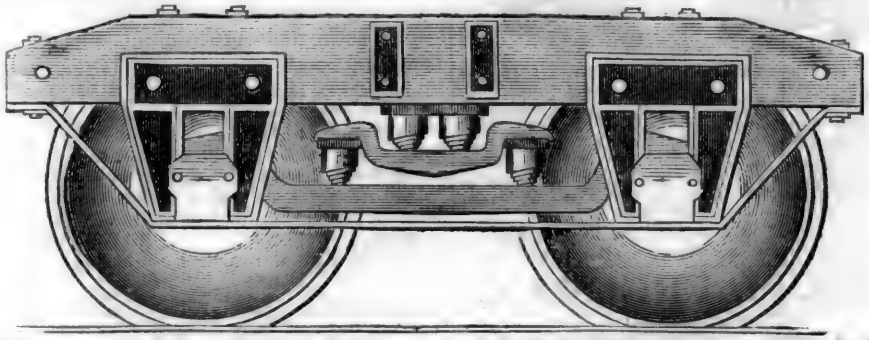
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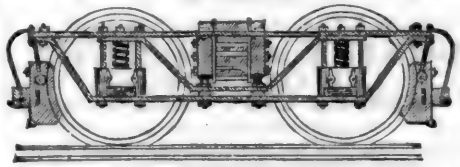
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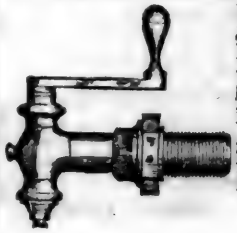
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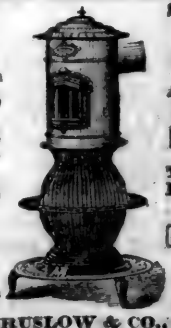
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Railroads of Tennessee.....159, 153
Pacific Railroad.....154
Central Railroad of New Jersey.....155
Damages Receivable by Parent for Injuries to Child.....157
Progress in Texas.....158
Southwestern Railroad.....158
Eaton and Hamilton Railroad.....159
Western and Atlantic Railroad.....159
Railroad Controversy in Virginia.....160
Marietta and Cincinnati Railroad.....160
Opelousas Railroad.....161
English Cotton Factories.....161
Sunbury and Erie Railroad.....169, 168
St. Andrews and Quebec Railroad.....168
Panama Railroad.....168
Debt of Chicago.....169

American Railroad Journal.

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New York, Saturday, February 25, 1860.

Railroads of Tennessee.

We gave week before last an abstract of the statement of the railroads of this State, made by the Railroad Commissioner to the Legislature. We this week present the substance of the information communicated in a tabulated form. The results shown are most satisfactory, and creditable to the State. In no instance we believe has the State been called upon to pay a dollar either by way of principal or interest, nor is it probable that it will be. The railroad system of the State which has grown up to such a magnitude as to carry its accommodations to nearly every part, is the result of the General Internal Improvement Law passed in 1852, amended in 1854, of which the following are the leading provisions.

Sec. I. Provides that whenever a railroad company shall have procured *bona fide* subscriptions to the share capital to an amount sufficient to grade, bridge and prepare for iron the whole of the main road proposed, and when it shall have been shown to the Governor of the State (that said subscriptions are solvent, and the company shall have graded, etc. and shall have the necessary timbers on hand, and fully prepared thirty miles for the superstructure, and there shall be no lien on the same) by the written affidavits of the president or chief engineer of the company, together with that of a competent engineer by the Governor appointed at the cost of the company, *coupon bonds* of the State of Tennessee to an amount not exceeding $10,000 per mile on said section shall be issued, payable at such place in the United States as the president of the company shall designate, bearing 6 per cent. interest payable semi-annually and not having more than 40, nor less than 30 years to mature.

Sec. II. Provides that the bonds shall be used for no other purpose than the purchase of iron and equipment for the said section of road, and the president must make affidavit, and a majority of the directors pass a resolution to such effect, and the Governor shall have power to appoint a sworn commissioner, in conjunction with the president in negotiating the bonds for the purpose aforesaid and to act otherwise where the interests of the State may require it.

Sec. III. Provides that the bonds shall be a first lien on the section or sections of road and equipment for which they may have been issued, and the State upon the issuance of the bonds shall be invested with said lien without a deed from the company for the payment of both capital and interest as they may become due.

Sec. IV. Provides for the issuance of like bonds for successive sections, and that if the last section of the road shall be less than 20 miles, or if the whole road be less than 30 miles, bonds of the State shall be issued *pro rata;* and when the whole road shall be completed, the State shall be invested with a lien, without a deed, from the company *upon the entire road, including the stock, right of way, grading, bridges, masonry, iron and the whole superstructure and equipments, and all the property owned by the company necessary for its business,* for the payment of said bonds; and after the bonds are issued for the first section, it shall not be lawful to create any lien which shall have priority over or come in conflict with the State's lien.

Sec. V. Provides that the company shall deposit in the Bank of Tennessee, at Nashville, at least 15 days before the interest becomes due, an amount sufficient to pay the same, or satisfactory evidence that the same has been paid or provided for, and on failure so to do, the Comptroller shall report the fact, and the Governor appoint a suitable person to take possession of and control the property and assets of the defaulting company, and pay over the earnings, etc., under the direction of the Governor, towards the liquidation of the unpaid interest, and hold the same until all is paid off, and then surrender the property to the company. In the meantime the controller is to pay the interest, etc., and from time to time report to the General Assembly.

Sec. VI. Provides that if the company fail or refuse to pay the bonds when due, the governor shall notify the Attorney-General of the district in which the principal office of the company is situated of the fact, and thereupon the Attorney-General shall forthwith file a bill against the company, in the name of the State, in the Chancery or Circuit Court of the County, setting forth the facts, and the court shall make all such orders and decrees as may be deemed necessary to protect the State against any loss by ordering the property of the defaulting company to be placed in the hands of a Receiver, ordering the sale of the road, etc., or otherwise, as may be deemed best for the interests of the State.

Sec. VII. Provides that at the end of five years from the completion of a road, the company shall set apart one per cent. upon the amount of bonds issued to the company, and shall use the same in the purchase of the bonds of the State, which bonds the company shall pay into the State Treasury after assigning them to the Governor, and the bonds so paid shall be a credit on the bonds issued to the company; and shall be held by the State as a sinking fund. Should any company fail to comply with this section it shall be proceeded against as provided in the 5th section of this Act.

Sec. VIII. Provides that the President of each company shall report semi-annually under oath to the Governor, setting forth the financial condition of the company; and said reports shall be consolidated every two years and laid before the Governor by the 1st September, and the Legislature at its next meeting.

Sec. IX. Provides that it shall not be lawful for any officer of a company to engage in any speculation, or dealing in any real estate, on or along the line, or at either terminus of the road until after the road is completed; and every officer of a company, before entering upon duty as such, shall take an oath in writing that he will not knowingly violate the provisions of this act, and that he will faithfully perform the duties of his office, etc., under the penalty declared against perjury.

Sec. XII. Provides that the State may reserve the right to enact by the Legislature thereof all such laws as may be deemed necessary to protect its interest and secure it against loss in consequence of the issuance of bonds, but to exercise this right in such manner as not to impair the vested rights of stockholders.

Sec. XVII. Provides that in all cases where bonds may be issued to a company the State shall be entitled to two directors therein to be appointed by the Governor.

Sec. XX. Provides that no road shall be entitled to State aid unless it shall, within four years, complete at least one section of 30 miles, or the whole length of the road if less than 30 miles long.

Pacific Railroad.

Below we give a copy of a bill recently introduced into the Senate of the United States by Mr. Wigfall, of Texas, for the construction of two railroads to the Pacific, and to establish a communication by railroad and telegraph between the Atlantic States and California, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, That, to aid in the construction of a railroad and telegraph line from the Mississippi river to the western boundary of Texas, and from thence to the Pacific ocean, there is hereby granted, on the terms and conditions hereinafter mentioned, to the Southern Pacific Railroad Company, chartered by the State of Texas, of which J. Edgar Thomson, of Pennsylvania, Vernon K. Stevenson, Samuel Tate and Jeptha Fowlkes, of Tennessee, James Guthrie, of Kentucky, William H. Clement, of Ohio, John P. King, of Georgia, Charles T. Pollard, of Alabama, William C. Smedes, of Mississippi, John R. McDaniel, of Virginia, J. T. Soutter and S. L. M. Barlow, of New York, R. W. Loughery, Jason C. Wilson, W. T. Scott, J. Robinson and others, of Texas, are directors, their associates, successors and assigns, every alternate section of land, to the amount of three alternate sections per mile on either side of said railroad and telegraph line, from the Mississippi river, south of the parallel of north latitude, to the eastern boundary of the State of Texas, and every alternate section of land, to the amount of twenty-five alternate sections per mile on each side of said railroad and telegraph line, from the western boundary of Texas, on the most eligible route to the eastern boundary of California, in the direction to San Francisco; and from thence, to the amount of six alternate sections per mile on each side of said railroad and telegraph line, on the most eligible route to the Pacific ocean, at or near San Francisco. And this road shall pass over the Rocky mountains south of the thirty-fourth parallel of north latitude.

Sec. 2. *And be it further enacted*, That, to aid in the construction of a railroad and telegraph line from the Missouri river, commencing north of the thirty-eight parallel of north latitude, and thence on the most eligible route to the Pacific ocean, crossing the Rocky mountains north of the thirty-fourth parallel of north latitude, a grant of lands is hereby made upon the terms aforesaid to William H. Swift, of Massachusetts, Erastus Corning, of New York, George W. Cass, of Pennsylvania, S. S. L'Hommedieu, of Ohio, Thomas A. Morris, of Indiana, Benjamin H. Latrobe, of Maryland, William B. Ogden, of Illinois, Charles Mason, of Iowa, J. W. Brooks, of Michigan, John O'Fallon, John How, Robert Campbell, and A. S. Mitchell, of Missouri, and their associates, successors and assigns, every alternate section of land, to the amount of six sections per mile on each side of said railroad and telegraph line, for the distance of five hundred miles from the western boundary of the State of Iowa or Missouri on the most eligible route towards the pass selected therefor over the Rocky Mountains; and from the end of said five hundred miles, to the amount of twenty-five alternate sections per mile on each side thereof, on the most direct eligible route to the eastern boundary of the State of California, in the direction of San Francisco; and from said eastern boundary, to the amount of six alternate sections per mile on each side of said railroad and telegraph line, on the most direct eligible route to the Pacific ocean, at or near San Francisco, with a branch and telegraph from the nearest practicable point on said main railroad to the navigable waters of the Columbia river, at or near its mouth or to Puget's sound; to aid in constructing which, a like grant of lands to said company to the amount of ten alternate sections per mile on each side of said branch railroad and telegraph line is hereby made.

Sec. 3. *And be it further enacted*, That said railroad companies herein provided for are authorized to adopt, as part of their respective lines of road, any line of railroad now *being* constructed, or that *may* be constructed, *east* of the points from which said companies receive herein an appropriation of lands, and west of the Mississippi river, and to form a union or junction therewith, and to construct, use, and operate the same when constructed, under such articles of organization, not inconsistent with the Constitution and laws of the United States, as the parties thereto may mutually adopt; and said Southern Pacific Railroad Company may make such arrangements and junction with any road or roads in the State of Texas.

Sec. 4. *And be it further enacted*, That so far as lands are granted by this act to aid in the construction of said railroads within the State of California, the same shall be of no effect unless the said State of California shall, by some legislative enactment duly passed, declare her assent to the construction of such railroad within said State according to the provisions of this act; and this provision shall apply to every State in which any part of the railroads mentioned in this act are situated. And in all cases where the United States have disposed of any of the alternate sections granted by this act, or for any other reason cannot convey title thereto, or where the same shall be condemned by the United States surveyor as worthless, (and his decision shall be approved by the Secretary of the Interior,) or where the same shall be mineral lands in California, (which are hereinafter excepted from the operations of this act,) the deficiency shall be made up by other sections from the nearest unappropriated public lands belonging to the United States to which none of the aforesaid objections apply. And the alternate sections granted by this act shall in all cases, when surveyed, be those designated by odd numbers: *Provided*, That so soon as this act is passed and accepted by the companies undertaking to build the roads, it shall be the duty of the President of the United States to cause the public lands for forty miles on each side of so much of said roads as the companies shall indicate to be withheld from settlement and occupation until the lands shall have been surveyed, and the alternate sections selected, as provided for in this act: *And provided*, That the Southern Pacific Railroad shall, under no circumstances, receive more than six sections of land per mile for that portion of their road lying between the Mississippi river and the eastern boundary of Texas.

Sec. 5. *And be it further enacted*, That each of the grants aforesaid to the companies aforesaid, respectively, is made on the terms and conditions specified in this act, and on condition that said several companies shall severally construct a railroad and telegraph line as required by this act upon the routes respectively designated, as near as may be practicable, in a good, substantial and workmanlike manner. Such railroads to be made with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, and all other equipments, furniture, and appurtenances of a first-class railroad, with rails of a good quality and size, the rails to weigh not less than sixty-four pounds to the yard, and to be of American iron, if they can be had at no greater cost than other rails, with due reference to quality, and with a uniform gauge upon each of said roads. Said telegraph line on each of said roads to be constructed in the most approved and workmanlike manner.

Sec. 6. *And be it further enacted*, That the government of the United States shall at all times have the preference in the use of said railroads and telegraph lines for postal, military, and all other purposes, paying for postal service such sums as the Postmaster General may authorize and prescribe; and for such other service as may be rendered, such sums as the Secretary of the department in behalf of which said service may be rendered shall prescribe and authorize: *Provided*, That said compensation for postal service shall not more than paid for similar services to first-class railroads in the United States: *And provided further*, That the roads provided for in this act shall carry over each section as it is finished, and over the whole roads for twenty years after their completion, under the direction of the proper departments, all military and naval supplies, troops, seamen, government agents and freight of all kinds for government purposes, with the limitation that the price to be paid shall not exceed, in any event, in peace or in war, the sum which in time of peace has been paid for transportation by first-class railroads elsewhere in the United States.

Sec. 7. *And be it further enacted*, That whenever either or any of said companies shall have constructed fifty miles of either of said main railroad and telegraph lines, and shall have supplied the same with all the necessary rolling stock, buildings and depots, for the use thereof of suitable quality for said roads, and shall report the same to the President of the United States, it shall be the duty of the President to appoint immediately a commissioner who shall examine the same and make report to him in relation thereto; and if it shall appear by said report that fifty miles of said main railroad and telegraph lines, of either company, have been completed in a good, substantial, and workmanlike manner, and supplied with all necessary rolling stock, buildings and depots, for the use of said roads, and are in good working order, then it shall be the duty of the Secretary of the Treasury, under the direction of the President, to issue to the company or companies that may have completed said fifty miles of main railroad and telegraph line or lines the bonds or treasury notes of the United States for the sum of one million of dollars, according to the stipulations hereinafter provided, and deliver the same to the said company or companies; and the said company or companies shall thereupon execute a mortgage or mortgages upon said fifty miles of railroad and telegraph line or lines to the United States, whereby the same shall be mortgaged to the United States, free from all lien or incumbrance, with all the rolling stock, buildings and depots, and including also all the purchases made of materials or outfits, and work done and to be done on said fifty miles, to secure to the United States the payment of said one million of dollars in the manner hereinafter provided for; and for each and every fifty miles of said railroad and telegraph lines so completed and put in running order, the Secretary of the Treasury shall issue to said company or companies completing the same, the like sum of one million of dollars in the bonds of treasury notes of the United States, upon the execution by said company or companies of a mortgage, as aforesaid, upon the said fifty miles of railroad and telegraph line or lines then completed, until reach-

ing the base of the Rocky mountains; and after that, the sum of two millions of dollars for every fifty miles, until bonds or treasury notes shall have been issued to the amount of thirty-five millions of dollars to each of said two main lines of railroad and telegraph, when no more bonds or treasury notes shall be issued: *Provided*, That no loan shall be asked from the United States government by the Southern Pacific Railroad Company for any portion of their road lying within the limits of the State of Texas, and no mortgage given to the United States on the same; but the loan to said road shall be applied to the portions of said road lying east and west of the State of Texas. And each of the companies undertaking to construct the respective roads provided for in this bill shall agree to build five hundred miles of their respective roads within six years after the passage of this act and its acceptance by said companies. And to this end the construction of the same may be begun on the Pacific side as early as on the Mississippi and Missouri rivers. And when five hundred and fifty miles of either of said main lines of railroad and telegraph shall have been completed and approved in the manner hereinbefore provided, the said several companies constructing said railroad and telegraph lines shall have the lands hereby granted conveyed to them, respectively, by patent for fifty miles of said line or lines, continuously, to the amount allowed by the terms of this act for such fifty miles; and so on, fifty miles of land for each fifty miles of railroad and telegraph line completed by said companies, beyond the five hundred and fifty miles first finished, until said road and telegraph lines shall be entirely completed; and when either of said roads shall be completed, the said companies shall be entitled to patents for the whole of the lands to which they are entitled by the terms of this act, leaving the mortgages aforesaid upon the bed or beds of said road or roads, and all the rolling stock, buildings, and depots thereof, as security for the payment to the United States of the amount of the bonds or treasury notes issued as aforesaid, until the whole thereof shall be paid to the United States in mail and other services, according to the provisions of this: *Provided*, That the companies receiving lands by this grant from the government of the United States shall sell and alienate one-half of said lands within five years from the date of the patents to the same; and all lands not sold at the end of ten years from the date of the patents to the same shall revert to the government of the United States.

Sec. 8. *And be it further enacted*, That if either of the companies authorized to construct either of the two main railroad and telegraph lines mentioned in the two first sections of this act shall fail to complete the whole of its railroad and telegraph line within twelve years after the passage of this act, and its acceptance by the companies, (unless the time may be enlarged by Congress,) said failing company shall forfeit all the rights and privileges granted by this act to all its line of railroad and telegraph not then completed, and all grants of land therefor. And said lands thus forfeited may be granted by Congress to any other company, the same as if this act had not been passed, to aid in completing said railroad and telegraph line; and Congress may place the management of the whole of each or either of said two main railroads and telegraph lines, thus forfeiting their lands, so far as the same may have been constructed by the aid of the United States government herein provided, under the exclusive control of the companies undertaking to complete the same, on such terms in regard to said failing companies, respectively, as it may deem just and proper, and Congress reserves the right so to do by this act, in order to insure the completion of the said main railroads and telegraph lines.

Sec. 9. *And be it further enacted*, That each of the company engaged in constructing the two main railroads and telegraph lines aforesaid shall annually, during the construction thereof, make a full report to the Secretary of the Interior, verified by the oath of the proper officer or agent of said companies, respectively, of the condition and progress of said work, of the distance of railroad and telegraph line completed, and the cost of the same, and the distance in course of construction, and the cost so far of the same, of the estimated value of the lands unsold, of the amount of money and property on hand, and of the amount received from the road, and of all the cost and expenses of the construction thereof up to the time of making said report for the preceding year. And said reports shall be continued annually after said roads and telegraph lines are completed, showing the annual income and expenditures thereof by items after that time, together with a statement of the lands remaining unsold and the estimated value thereof, and of the lands sold and the amount received therefor; and a general statement of the condition of said railroad and telegraph lines and of the income and expenditures thereof for the year preceding.

Sec. 10. *And be it further enacted*, That said companies owning or managing said railroads and telegraph lines shall keep the same in good order and repair, and shall not permit any unreasonable delay in the transportation of mails, troops, or military stores, or of persons or property on said railroads, or in the transmission of intelligence by said telegraph lines; and in case either of said companies shall permit or allow any such unreasonable delay, or permit or allow said railroad or telegraph line to remain improperly out of repair, such company shall be subjected to such fines and penalties therefor as the department whose business has been so neglected may see fit to impose.

Sec. 11. *And be it further enacted*, That the Secretary of the Interior shall cause the lands to be surveyed (after the routes shall be fixed) on the lines of said roads, so far as necessary, as fast as may be required by the construction of said several railroads; and the lands granted by this act to the railroads shall not be liable to sale, (except by said company,) or entry, or pre-emption, before or after they are surveyed. And the reserved sections of the government (designated by even numbers) on the several railroads provided for in this act shall not be sold for less than double the minimum price of the public lands. But the same shall be subject to pre-emption the same as other lands allowed to be pre-empted in all respects, except to be paid for at such double price; and said reserved sections may also be located by land warrants issued by the United States at the same double price, to wit: one-half the number of acres named in said warrants.

Sec. 12. *And be it further enacted*, That the right of way is hereby granted for each of said railroads to the several companies constructing the same to the extent of one hundred feet in width on each side of each of said railroads in the same manner in all other respects as is provided by law in other cases, including all necessary grounds for station buildings, workshops, and depots, and so forth; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish as rapidly as may be the Indian titles to all lands falling under the operation of this act, and required in the donation to the two main roads named in this bill.

Sec. 13. *And be it further enacted*, That all minerals of gold and silver, within the State of California, shall be, and are hereby, reserved and excepted from the operation of this act; but to aid in the construction of said railroads and telegraph lines, said companies may, respectively, take and use earth, stone, timber, and other materials, from any lands adjacent to said railroads, respectively, belonging to the United States.

Sec. 14. *And be it further enacted*, That if, at any time, from any emergency of national affairs, the government of the United States shall require the sole and exclusive use of either or both of the railroad and telegraph lines herein provided for, and shall assume the same, the government shall credit said railroad and telegraph companies only with the excess of the gross earnings of said railroads and telegraph lines, over and above the operating expenses during the time in which the government shall have had exclusive possession and control of the same.

Sec. 15. *And be it further enacted*, That the bonds or treasury notes authorized to be issued by the provisions of this act, shall be made payable to bearer, and redeemable at the treasury of the United States in ——— years from the date thereof, bearing interest at the rate of five per centum per annum, payable semi-annually at the treasury of the United States; and if bonds be issued, they shall be coupon bonds.

Central Railroad of New Jersey.

Hitherto the financial year of this company has been completed on the 1st April. The present report embraces the calendar year 1859, and so conforms to the date for which the New Jersey railroad companies are required to report to the Legislature. It also shows the operations of the company for the nine months from the 1st April.

Service of the Road and Ferry.

The mileage made by the several descriptions of trains has been as follows:—

	Nine months. Apr.1 to Jan.1,	Year. Jan.1 to Jan.1.
Passenger trains	108,372	141,918
Merchandise "	87,119	110,827
Coal "	227,317	276,490
Wood "	2,126	2,176
Gravel "	22,679	23,461
Total miles run...	447,613	553,872

During the nine months, the ferry boats have made 2,816 trips of twelve miles each, between New York and Elizabethport, the commencement of the road, making a service of 33,792 miles. During the whole year 1859 they made 3,544 trips, being a service of 42,528 miles.

Passengers.

For the nine months, the number of passengers carried on the railroad and ferry has been 330,580. The number of miles traveled by passengers, or number of passengers carried one mile, has been 6,765,443, which is equivalent to 90,206 through passengers. This does not include commuters or free passengers.

A comparison of the passenger business of the whole year 1859 with the year 1858 gives the following results:

	1859.	1858.
Passengers carried	405,939	294,778
Miles traveled	8,080,798	6,500,335
Through passengers	107,744	86,671

Freight.

For the nine months, the number of tons of merchandise (2,000 lbs. each) carried, has been 145,556. The total movement of merchandise, or number of tons carried one mile, has been 6,936,035, equivalent to 92,481 tons of through freight.

A comparison of the freight business of the whole year 1859 with the year 1858 gives the following results:

	1859.	1858.
Tons carried	188,418	131,900
Carried one mile	8,966,531	6,320,041
Through tonnage	119,554	84,267

Coal.

For the nine months, the number of tons of coal (2,240 lbs. each) carried, has been 534,855. The total movement of coal, or number of tons carried one mile, has been 27,608,806, equivalent to 438,235 tons carried from Easton to Elizabethport.

A comparison of the coal business of the whole year 1859 with that of the year 1858, gives the following results:

	1859.	1858.
Tons carried	638,957	540,649
Carried one mile	32,997,944	27,469,177
Through tonnage	523,777	436,018

The coal tonnage over the road, since the transportation of the road was commenced, has been as follows:

	Lackawanna.	Lehigh.	Total.
1856..	98,670 tons.	33,325 tons.	131,995 tons.
1857..	209,950 "	84,841 "	294,791 "
1858..	417,726 "	122,923 "	540,649 "
1859..	455,681 "	183,277 "	638,958 "
Tot..	1,182,027 "	424,366 "	1,606,393 "

Equipment.

The company own 32 engines, of which 25 are woodburners, 2 are soft-coal burners and 5 are hard-coal burners. Four more hard-coal burners and a switching engine have been ordered. Of these engines, 23 are narrow gauge and 9 are broad gauge. Their condition is reported to be, 24 in good order, 3 in fair order, 3 wanting general repairs, and 2 in the shop repairing. With the present business, 26 are required for daily use.

The equipment of cars is as follows: 19 first class passenger cars, 2 second class passenger cars, 7 baggage and mail cars, 68 house freight cars, 18 covered cattle cars, 1 open cattle car, 100 platform freight cars, three eight-wheel coal cars, 6 caboose cars, 42 four-wheel gravel cars, and 10 dirt cars. All the cars are in good working order, or are being made so.

Transportation Account.

The following is a statement of the ordinary receipts and expenses for the nine months, and also for the whole year:

Receipts.

	Nine months.	Year 1859.
Passengers	$152,718 87	$187,227 32
Merchandise	247,307 64	336,684 46
Coal	858,227 63	432,422 31
Mail	5,700 00	7,600 00
Express	5,171 78	6,072 78
Rents	934 44	1,542 00
Miscellaneous	173 31	203 31
Total receipts	$770,228 67	$971,702 14

Expenses.

Running expenses	$69,610 55	$89,722 79
Repairs of road	51,117 33	59,157 32
" of engines	18,625 12	25,245 85
" of cars	13,437 57	17,505 66
" of build'gs, bridges, etc.	11,063 41	13,075 75
Expense account	16,208 67	21,131 00
Miscellaneous	8,781 78	11,941 68
Wood consumed	58,917 72	77,121 54
Coal consumed	15,100 00	19,211 16
Ferry running	25,322 77	33,512 12
Ferry boat repairs	7,836 05	9,360 96
Ferry miscellaneous	6,296 29	8,730 25
Total expenses	$302,317 26	$385,716 08
Balance net earnings	$467,911 41	$585,986 06

A comparison of the receipts and expenses of the years 1859 and 1858 give the following results:

	1859.	1858.
Receipts	$971,702 14	$836,933 63
Expenses	385,716 08	345,618 39
Net earnings	$585,986 06	$491,320 24

The receipts from all sources show an advance—passenger receipts having increased during the year 9 per cent., freight receipts 16 per cent., and coal receipts 20 per cent.

Of the increase in expenses—$40,102 69—nearly one-half is in the accounts for repairs of road, equipment, etc., $17,504 78; in running expenses, $8,186 94; in consumption of fuel, $6,787 01; in general expenses, $4,486 43, and in the expenses of the ferry, $3,137 53.

An apportionment of the expenses for the year 1859, between the road and ferry, gives—

For the road, $314,901 59, or 59½ cents per mile run by transportation trains.

For the ferry, $70,814 49, or $1 66 per mile run by boats.

The expenses of the dock and handling in New York are charged to the ferry; those at Elizabethport to the road.

For the year 1858 the apportionment of expenses between the road and ferry gives—

For the road, $280,210 72, or 61 cents per mile run by transportation trains.

For the ferry, $65,402 67, or $1 82 per mile run by boats.

The above figures and results show that economy and efficiency have continued to be preserved. As the best test of the slow increase of expenses, compared with the increase of business, the following table has been compiled from the annual reports to the Legislature.

	Receipts.	Expenses.	Net earnings.
1853..	$349,018	$197,629	$151,389, or 43 p. c.
1854..	378,145	197,349	180,796, or 48 "
1855..	383,729	208,856	184,873, or 47 "
1856..	513,479	258,308	295,171, or 53 "
1857..	682,314	340,502	341,812, or 51 "
1858..	836,934	345,614	491,320, or 58 "
1859..	971,703	385,716	585,986, or 61 "
Tot..	$4,165,321	$1,933,974	$2,231,374, or 53 p. c.

In seven years the receipts have trebled, the expenses doubled and the earnings quadrupled.

Financial Condition.

The following is a statement of the financial operations during the nine month from 1st April:

Receipts.

Gross earnings	$770,228 67
New stock, cash received	212,000 00
Loan at 6 per cent.	100,000 00
Wharf loans brought on the books	57,000 00
Sundry accounts	28,676 71
Materials, etc., on hand, reduced	13,791 02
Cash from old account	8,119 35
Dividend unpaid	60,300 00
Total	$1,250,115 79

Expenditures.

Ordinary expenses		$302,317 26
Five coal wharves, land, etc., at Elizabethport		157,681 10
Two engines		18,000 00
Railway superstructure, 3 miles	$17,822 74	
Station houses built	7,827 71	
Tools and machinery	1,176 00	
Miscellaneous property	1,000 00	
(These amounts charged off again below)		27,826 45
Income bonds, $152,000, purchased		151,875 00
Bills payable, all paid off		175,000 00
Interest on $3,000,000 bonds		157,500 00
" balance of general account		20,359 06
Taxes to State, ½ p. ct. on $4,748,114		23,740 57
Div. 5 p. ct. 6 mo. to Oct. 1		110,000 00
" 2½ " 3 " " Jan. 1		60,300 00
Sundry accounts		6,971 92
Cash and cash items		38,544 43
Total		$1,250,115 79

The profit and loss account has been credited with the gross earnings, 9 months, $770,228 67, and debited as follows:

Ordinary expenses		$302,317 26
Interest on bonds, etc.		177,859 06
Taxes to State		23,740 57
Div. for 9 mos. at 10 p. ct. per ann.		170,300 00
Losses on income bonds		54,249 77
Balance of profits transferred to renewal fund, and distributed among property accounts to cover depreciation, (including $27,826 45 above)		41,762 01
		$770,228 67

It will be observed that the same disposition has been made of the surplus of the profits as was made the two previous years, thus providing against depreciation, and keeping the different accounts at amounts fully represented by the property on hand.

For the twelve months of the year 1859 we find the following to be the general results:

Gross earnings		$971,702 14
Less expenses		385,716 08
Balance net earnings, 10 per cent. on $5,755,000, the total of the balance sheet		$585,986 06
Deduct int. on $3,000,000 bonds	$210,000 00	
Deduct int. bal'ce of acc't	40,285 00	
" taxes to State for 1859	23,740 57	
		274,025 57
Balance, 14 per cent. on $2,200,000, average amount of stock		$311,960 49
Deduct dividend—		
10 p. c., April 1, 12 mos.	$200,000	
5 " Oct. 1, 6 mos.	110,000	
2½ " Jan. 1, 3 mos.	60,300	
	$370,300	
Less 9 months of 1858, incl. in April dividend	150,000	
		220,300 00
Surplus, after paying interest, taxes and dividends of 10 per cent., equal to 3¾ per cent. on present stock, $2,412,000		$91,660 49

Favorable as these results are, they are less so than those of the nine months, as they include the winter season, when business is dull and expenses large.

In the fall, the issue of $300,000 stock, alluded to in the last report, was made, the same being distributed among the stockholders, *pro rata*, at par. Twenty per cent. was called in at the time of allotment, and much has since been paid up in full, by permission of the company. With the funds thus provided, $152,000 income bonds were extinguished, leaving $88,000 outstanding of the $500,000 issued in the fall of 1857 and winter of 1858. The amount due on the scrip stock is $88,000, and this fund, therefore, exactly provides for the payment of the remaining income bonds in 1863, when they fall due.

After this provision had been made for the income bonds, there was no obstacle, legal or equitable, to the payment of cash dividends to the stockholders; and two have accordingly been made, namely, five per cent. for six months, to the first October, and 2½ per cent. for three months, to 1st January, the close of the new fiscal year.

The bonds secured by the first mortgage are divided into three series of $500,000 each, falling

due respectively on the 1st August in 1860, 1865 and 1878. In view of the probable conversion of a portion of the second mortgage issue into stock, by the holders, under the privilege which these bonds alone give, the board finally determined to allow the holders of the first mortgage bonds, due August 1st, of the present year, to extend the same *ten years*, to August 1st, 1870; and they are now being extended, accordingly, by annexing new sheets of coupons to the bonds. Such progress has been made in the extension, and such provisions made for taking the bonds of those (if any) who may prefer to sell at par interest at or before maturity, that the board have felt justified in directing the treasurer to class these bonds with those due 1870, in preparing the balance sheet for this report.

New Arrangement.

Under a favorable arrangement with the New Jersey Railroad and Transportation Company, the passenger trains are now run over that road to and from Jersey City, instead of being confined, as heretofore, to an exclusive connection with New York by the Elizabethport ferry. The difference in the gauge of the two roads has been reduced to one inch, and the trains are run with safety, expedition and a great increase of comfort to the passengers.

Construction.

The ballast and gravel trains continue at work as heretofore—the expenses being included in repairs of road. Three miles of new sidings have been laid, new station houses built at Bound Brook and Philippsburg, several workshops at Elizabethport, and an extensive water station for the coal and freight trains prepared at Green Brook. Additions have also been made to the tools, machinery and miscellaneous property. The expense of these various additions and improvements stood in the accounts for the year at $27,826 45, being about two-thirds of the actual cost; but the whole was subsequently transferred to the renewal fund, to cover depreciation. The three ferry steamers were reduced to $140,000 by a transfer of $10,000 to renewal fund. The other transfers to cover depreciation amount to $3,935 56; in all $41,762 01—thus exhausting the amount to the credit of that fund.

Three new coal wharves have been built at Elizabethport, purchases of land made, ground filled and docks prepared for the more extensive shipping of iron. The two Audenried and Sturtevant coal wharves, though not yet the property of the company, have been included among the assets, (and thus made liable to State tax,) in order to bring the whole cost of the improvements used by the company upon the books. The whole addition to the cost of land and wharves at Elizabethport is $157,681 10 less $3 443 20, equal to $154,237 90. The cost of engines is increased $18,000 by the purchase of two new locomotives, and the value of the others have been so fully kept up by rebuilding and improving as to fully cover all depreciation. No other additions to permanent accounts have been made.

Coal Burning.

The experiments with hard coal burning locomotives on this road have had various degrees of success. There is no doubt of the saving to be made by their introduction as soon as the best construction of engine is demonstrated. Locomotives from the shops of the New Jersey Locomotive Company and of Danforth, Cooke & Co. are now on the road, as also a Taunton engine, rebuilt in the company's shops. Engines from the Rogers Locomotive Co. and New Jersey Locomotive Company have now been ordered, and from the competition of these different builders, and the general attention given to the subject by all the railroads, much light will probably be thrown upon the subject during the coming year.

Connecting Roads.

Both the Lehigh Valley Railroad and the Delaware, Lackawanna and Western Railroad Companies continue eminently prosperous. The increase of coal business from each has been shown. Their contributions to the passenger and freight business of the road have very much improved.

The East Pennsylvania Railroad is now in successful operation as a local road. Negotiations are pending with this and the other connecting lines to Harrisburg, to establish a great middle route to the West. This line is demanded by the public because it possesses advantages which no other enjoys; and as it is the policy as well as the interest of all companies to afford the public the best facilities for transportation in their power, we may confidently expect this important line of communication between the seaboard and great West will be open at an early day.

Balance Sheet, Jan. 1, 1860.

Railroad:—		
Grading		$1,235,416 56
Masonry		419,552 02
Railway superstructure & ballast		1,582,138 70
Bridge "		135,990 61
Land damages		289,890 85
Engineering		95,257 83
Interest		431,939 62
Disc'nt on second mortgage b'ds.		225,000 00
Miscellaneous expenses		65,710 61
		$4,480,896 79
Station houses, shops and water stations		131,800 00
Land and work at Elizabethport		287,716 93
Ferry interests and boats		246,450 00
Engines		274,200 00
Passenger and baggage cars		48,500 00
Freight cars		120,000 00
Telegraph, docks, machinery and miscellaneous property		35,044 44
Chairs, spikes, ties and iron rails on hand		19,100 00
Workshop, materials on hand		21.201 96
Fuel on hand		47,471 63
Cash and cash items		42,679 55
		$5,755,061 80
Capital stock		$2,500,000 00
Less 80 p. c. on 1,100 scrip shares		88,000 00
		$2,412,000 00
First mortgage bonds, due 1865	$500,000 00	
Do. 1870	1,000,000 00	
		1,500,000 00
Second mortgage bonds, due 1875		1,500,000 00
Income bonds, balance at par		88,000 00
Loan at 6 per cent		100,000 00
Wharf loans		57,000 00
Balances of sundry accounts		37,761 80
Dividend 2½ per cent., payable in January		60,300 00
		$5,755,061 80

Directors and Officers, 1860.

Directors—John T. Johnston, John C. Green, William E. Dodge and Adam Norrie, of *New York City*; William S. Wetmore, of *Newport*; Benjamin Williamson and John O. Sterns of *Elizabeth*; F. T. Frelinghuysen of *Newark*; and Henry D. Maxwell, of *Easton*, Pa.

Officers—John T. Johnston, President; Gilbert M. Milligan, Secretary and Treasurer; John O. Sterns, Superintendent and Engineer; Josiah O. Stearns, Assistant Superintendent.

Company's Office, No. 69 Wall st., New York City.

Journal of Railroad Law.

Damages Recivable by Parent for Injuries to Child. Laws of Anglo-Saxons as to.

In our last article we considered the case of Kelly *versus* The Pennsylvania Railroad Company, recently decided in the Supreme Court of Pennsylvania, in reference to the degree of care required of a child in avoiding the consequences of the negligent acts of others. That is, whether a railroad company in order to defend itself from the consequences of its own negligence, where that negligence has resulted in personal injury to *a child*, could set up the concurrent negligence of the child itself. We also considered the point as to whether the blocking of a turnpike by a train of cars, when not absolutely necessary, was unlawful.

We are now to consider the rule of damages, which the law adjudges the parent to suffer, from the personal injuries that his child may receive at the hands of others. We will briefly recapitulate the facts of the case.

On the 5th of September, 1854, Patrick Kelly was at work on the Broad Top Railroad, near Huntingdon, Penn., and his son James, a lad nine years of age, was sent to him with his dinner. The father sent him to Huntingdon for some tobacco; and returning by the turnpike, the boy found the crossing obstructed by a train of the defendants' cars; he attempted to creep under them, when the train started, and injured one of his feet so as to render the amputation of it necessary. The father then brought this suit to recover a compensation for the loss he had sustained. On the trial, the Court below charged the jury, upon the point in consideration, as follows:

If the plaintiff's allegation that the injury is chargeable wholly to negligence on the part of the defendant is true, his action is maintainable. The nursing and surgical and medical attention required at the time, had to be provided by him. He has, moreover, a right to his son's services during his minority; and, for the loss of the boy's services, to the extent that he is disabled, as well as for nursing and professional attention at the time of the accident, he would clearly be entitled to a fair compensation in damages; and this, though the son, who is the principal sufferer, might, at any time, bring his own action, and recover damages for the principal injury. Upon the same grounds that one may maintain an action, the other may also, and an action is no bar to the other. If the plaintiff be entitled to recover in this action, the boy would plainly be entitled to much more. And this, of course, the jury will not fail to bear in mind, if their verdict should be for the plaintiff; but should confine their attention, *in assessing the damages*, to the consideration and elements which constitute the ground of claim to compensation on the part of the father. The trouble and expense to which the evidence shows him to have been

subject, and the loss or diminution of the boy's services.

The counsel for the plaintiff submitted the following point among others, for the judge to charge the jury upon:

That in an action to recover damages for an injury of this kind, involving the maiming of the body, and the loss of a limb, no absolute measure of damages, no market value, can be established, and the jury, if they find the plaintiff entitled to recover, may give him such damages as they believe right, to compensate him under all the circumstances for the loss and injury sustained.

In reply to this request of counsel, the Court obeyed. We affirm this point. *There is no definite measure or standard of damages; but the jury should not lose sight of the ground of claim in the action, as stated in our general charge.*

We italicise this, because it is the point upon which the Appellate Court overruled the charge, and granted a new trial.

A verdict and a judgment having been given to the plaintiff for $3,000, the defendant, upon exceptions taken at the trial, appealed.

The opinion of the Court on Appeal upon the point of damages, was as follows:

WOODWARD, J.—The substance of the instructions was that the damages must be compensatory surely, and that compensation must have regard to the plaintiff's loss of his son's services, and to the expenses of nursing and professional treatment. These were the grounds on which the father claimed damages in his declaration, and they were the appropriate grounds on which to assess them. The father was entitled to the services of his child during minority, and by just so much as this injury impaired the value of that right, was he entitled to compensatory damages. This was the only action he could ever maintain; and all his damages were to be assessed herein. For surgical attention and nursing he was also entitled to compensation or the general principle of *quantum meruit*. It was proper for the jury to understand that the sufferings endured by the boy, and the disfiguration of his form, and whatever was surely personal to him should not enter into the estimate of the father's damages, because for these the son would have a right of action; and an approximate caution was given to the jury on this point in the body of the charge.

But a majority of our number think the court erred in answering the seventh point of the plaintiff. (The point italicised.) That point called upon the Judge to say that in this action there was no absolute measure of damages, and that the jury might give such damages as they believed to be right to compensate the plaintiff for the loss and injury sustained. The court affirmed this point. They told the jury not to lose sight of the ground of claim as stated in the general charge; but it is clear, that an unqualified affirmance of the seventh point was giving to the jury; too large a license on the subject of damages, and the verdict proves that they did not heed the reference to the observations contained in the first part of the charge. Generally speaking, the influence of the court, in this class of cases, should be exerted to restrain those excesses into which juries are apt to run. The sympathies of the fathers and brothers who comprise the jury, are always powerfully excited by the distressing circumstances of the case and the eloquent appeals of counsel. Wild verdicts are frequently rendered, and the tending in modern times, undoubtedly, is to excessive damages, especially where they are be assessed against corporations. It is curious, in looking back, to see how pecuniary mulcts have grown with advancing civilization. The Jewish law abounds with instances of specific damages; but they were generally inconsiderable as compared with modern assessments. The same principle of arbitrary and fixed valuation was applied to a considerable extent by the civil law; though, on the introduction of this code into modern Europe, the discretionary consideration of the tribunal was substituted for the specific valuation. An arbitrary rule of a very singular character was established by the *Lex Aquilia*, which provided that in case of the killing of any slave or cattle, unless by mere chance, the trespasser should pay the master as much as the property had been worth any time in the year. The laws of the Anglo-Saxons applied, with the most minute case, specific damages in each class of cases. Not only was a certain value put by law on every individual, which determined the amount at which his testimony as a compurgator was to be rated, and the damage he could claim as plaintiff, or must pay as defendant; but every limb and part of the body had its distinct "wehr," or legal worth. Thus, a leg was valued at 50 shillings, (the shilling was then more than double the value of the present English shilling, and 50 shillings were equal to about $35 of our money:) the little finger at 11 shillings; the great toe at 10 shillings; an ear was 12 shillings; each of the front teeth 6 shillings; every finger nail 1 shilling, and so on.

In the laws of Alfred, the rates are higher; and under the Conqueror, the *wehrs* became fewer; until at last specific penalties were reserved almost exclusively for public misdemeanors, and the compensation for private torts came to be measured, as at present, by the discretion of the tribunal, applied to all the circumstances of the case. But even after the common law had adopted this discretionary admeasurement of damages, and after the increase of money had depreciated its value, down to a very late period in English jurisprudence, damages for torts were comparatively low.

A verdict for $3,000 for the loss of a son's services is not to be found in the old law, and if there are any such instances in modern times, they are comparatively rare. The most recent assessments in England are very much below this rate of compensation.

The courts labor to define the measure of damages with all possible precision; but the application of it must be left to the jury, and unless they are restrained by a firm exercise of the power of new trials, damages will go on increasing; each instance of excess being used to justify the next, until the pecuniary loss of one party will be repaired at the ruin of the other.

Where there has been no oppression, fraud, wantonness, or other circumstances to call for exemplary damages, these large verdicts are a violation of the rule of compensation, and a violation that is just as unpardonable, when practised against a corporation, as against an individual. If any person should wantonly crush the foot of a little boy, I can scarcely conceive of a rate of damages that I would deem too high. But when such a disaster occurs from a purely negligent performance of customary duties, and involves no malicious motive whatever, the rule of law is, that the father it entitled to compensation merely for the pecuniary loss he has sustained; not compensation for his lacerated feelings or his disappointed hopes, for the law cannot compensate these in money, but pecuniary indemnity for pecuniary losses. What he spent to cure his boy, and what profit might have accrued to him for services, more than can be realized after the injury, are the proper elements of a verdict; and they are to be rated none the higher or lower because the defendant happens to be a corporation, instead of a natural person.

Because the court's answer to the seventh point was calculated rather to release the jury from this standard, than to hold them to it, the judgment is reversed, and a new trial awarded.

Progress in Texas.

We take the following from the weekly review in the Houston *Telegraph* of the 27th ult.:

A noticeable event within the past week has been the opening of the Galveston and Houston Telegraph line.

The influx of settlers is still very large. Every boat from New Orleans is crowded, and it is estimated that not less than twelve to eighteen hundred persons arrive in the State every week by way of the Gulf. We have noted fully five hundred slaves brought in within the past week.

Railroad progress is satisfactory. The New Orleans and Texas road has now twenty miles finished, and is working along with a large force, having all the iron on hand to complete that portion between Beaumont and Liberty. The section between Liberty and Houston is all cleared out, and contractors are getting out the ties. The Galveston and Houston road is not yet open for business. The Brazoria road is about done to Oyster Creek. The B. B. & C. road is in operation to Cane Lake. The contractors on the W. C. road are employing one hundred hands, and will complete the road to Brenham this year. The Central road is open to Navasota, and will be open to Millican's this spring. The whole amount of finished road in the State is now 290 miles.

The San Antonio *Herald* of the 25th ult. says: We learn from Mr. Williams, Superintendent of the R. B., B. & C. R. R., that his road will be completed 80 miles to opposite Columbus, 120 miles east of this place, in a few weeks. Also, that the road between Galveston and Harrisburg will be opened for travel immediately. This will bring us nearly 24 hours nearer New Orleans, and will ultimately become the favorite route for passengers to and from the States.

Southwestern Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:

President—R. R. CUYLER.

Directors—John W. Anderson, Wm. A. Black, Wm. S. Holt, T. M. Furlow, R. A. Smith.

A dividend of 4 per cent. was declared for the last six months.

Charleston and Savannah Railroad.

This road is making good progress towards completion. It is expected to have it in operation to Savannah River by the 1st of April. Until the completion of the bridge, passengers will be conveyed to the city by steamboat.

New York State Debt.

The total indebtedness of the State of New York, according to the statement of the Controller, is $33,883,338, the interest on which is $1,863,498 per annum.

Railroads in Tennessee.

TABULAR STATEMENT OF THE CONDITION OF RAILROADS IN TENNESSEE, FOR 1859.

Roads Finished.	Cost of Road.	Cost of Equipment.	Capital stock. Subscribed.	Capital stock. Paid in.	Funded Debt.	Floating Debt.	Receipts.	Expenditures.	Net Earnings.
Memphis and Charleston	$6,188,033	$743,729	$2,500,000	$2,237,665	$2,700,000	$443,616	$1,330,812	$552,776	$778,036
Mississippi and Tennessee	2,000,000	.....	859,000	798,285	554,949	319,518	177,226	60,029	117,226
Mississippi Central and Tennessee	975,619	82,909	335,800	317,344	632,500	22,369	83,130	38,463	44,667
Nashville and Chattanooga	3,632,883	631,670	2,035,622	2,256,480	34,000	21,770	675,832	365,632	310,200
East Tennessee and Georgia	3,637,367	.....	.....	1,279,653	2,020,000	200,000	318,718	131,152	187,566
East Tennessee and Virginia	2,466,397	156,364	593,050	556,654	1,902,000	390,407	297,806	148,638	149,168
Winchester and Alabama	408,477	.....	254,394	216,963	413,000	.....	1,249	.....	.....
McMinnville and Manchester	590,624	56,816	152,057	144,894	406,000	5,000	*47,615	*19,830	*27,786
Louisville and Nashville	5,994,092	401,846	3,578,800	3,533,671	1,540,000	426,381	*426,062	*199,205	*226,857
Tennessee and Alabama	1,185,053	79,016	1,081,783	595,923	860,000	204,545	75,130	27,550	47,579
	$27,078,546	$2,149,351	$11,390,606	$11,937,532	$11,052,449	$2,033,606	$3,433,579	$1,143,275	$1,889,066
Roads in course of Construction.									
Memphis and Ohio	2,300,412	141,144	1,039,000	570,000	1,361,000	145,000	150,015	62,157	87,858
Memphis, Clarksville & Louisville	1,237,900	100,500	596,800	298,721	70,000	.....	.....	.....	.....
Mobile and Ohio	9,382,629	724,731	4,665,300	3,518,312	4,306,787	726,547	844,171	417,357	426,815
Edgefield and Kentucky	857,949	34,600	600,000	333,233	612,000	60,900	9,359	1,873	7,487
Central Southern	549,898	10,038	484,325	257,466	312,000	.....	.....	.....	.....
Rogersville and Jefferson	3,500	.....	82,000	12,921	23,000	22,000	.....	.....	.....
Nashville and Northwestern	367,166	.....	1,157,000	420,000	.....	31,461	.....	.....	.....
	$41,728,000	$3,160,365	20,015,032	$17,348,185	$17,737,236	$3,019,514	$4,437,126	$2,024,662	$2,411,245
Roads commenced and work suspended.									
Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
Knoxville and Charleston	.....	.....	.....	.....	.....	.....	.....	.....	.....
Knoxville and Kentucky	1,860,000	770,000	428,118	171,398	.....	421	.....	.....	.....
Cin., Cumb. Gap and Charleston	.....	.....	.....	.....	.....	.....	.....	.....	.....

Roads Finished.	State aid granted. To Roadway.	Bridges.	Total.	To 1st July, 1859. State aid received. State B'ds loaned.	Comp'y B'ds endorsed.	Total.	Bonds loaned and endorsed to 1st Oct., 1859.	Total length of roads and branches.	Length in Tennessee.	Finished 1st Oct.
Memphis and Charleston	$1,002,000	$100,000	$1,102,000	$1,000,000	.....	$1,100,000	$1,100,000	287.56	100.20	100.20
Mississippi and Tennessee	98,000	.....	98,000	98,000	.....	98,000	98,000	99.00	9.75	9.75
Mississippi Central and Tennessee	518,000	100,000	618,000	574,000	.....	574,000	574,000	47.40	47.40	47.40
Nashville and Chattanooga	.....	.....	.....	.....	1,650,000	1,650,000	1,650,000	159.75	159.75	159.75
East Tennessee and Georgia	1,062,000	100,000	1,162,000	1,070,000	150,000	1,220,000	1,312,000	140.00	125.00	125.00
East Tennessee and Virginia	1,302,000	300,000	1,602,000	1,602,000	200,000	1,802,000	1,802,000	130.28	130.28	130.28
Winchester and Alabama	387,000	80,000	467,000	412,000	.....	413,000	413,000	38.80	38.80	38.80
McMinnville and Manchester	342,000	30,000	372,000	372,000	.....	372,000	372,000	34.20	34.20	34.20
Louisville and Nashville	450,000	100,000	550,000	540,000	.....	540,000	540,000	185.00	45.00	45.00
Tennessee and Alabama	761,000	85,000	846,000	846,000	14,000	860,000	860,000	57.52	57.52	45.81
	$5,922,000	$895,000	$6,817,000	$6,615,000	†350,000	350,000	†350,000	1,179.76	747.90	736.19
			†2,364,000	2,364,000	2,364,000	8,979,000	9,071,000			
Roads in course of Construction.										
Memphis and Ohio	$1,306,000	$200,000	$1,506,000	$1,170,000	.....	$1,170,000	$1,427,000	130.6	130.6	100.00
Memphis, Clarksville & Louisville	568,000	150,000	718,000	70,000	.....	70,000	370,000	56.8	56.80	15.00
Mobile and Ohio	1,185,000	104,000	1,289,000	774,000	.....	774,000	774,000	509.00	118.50	67.00
Edgefield and Kentucky	470,000	230,000	700,000	612,000	.....	612,000	622,000	47.00	47.00	41.00
Central Southern	442,000	80,000	522,000	312,000	.....	312,000	325,000	47.58	47.58	18.00
Rogersville and Jefferson	140,000	100,000	240,000	23,000	.....	23,000	123,000	14.00	14.00	.....
Nashville and Northwestern	1,675,000	200,000	1,875,000	.....	.....	.....	.....	175.00	167.50	.....
	$5,786,000	$1,064,000	$16,031,000	$11,940,000	.....	$11,940,000	$12,712,000	2,158.48	1,329.88	977.19
Roads commenced and work suspended.										
Southwestern	$600,000	$200,000	$800,000	.....	.....	.....	.....	60.00	.....	.....
Knoxville and Charleston	550,000	300,000	850,000	.....	.....	.....	.....	55.00	.....	.....
Knoxville and Kentucky	630,000	100,000	730,000	.....	.....	.....	.....	63.00	.....	.....
Cin., Cumb. Gap and Charleston	940,000	200,000	1,140,000	.....	.....	.....	.....	94.00	.....	.....
	$2,720,000	$800,000	$19,851,000	.....	.....	.....	.....	272.00	272.00	.....
									1,599.88	

* For two years. † Memphis and Little Rock R. R. Co.

Eaton and Hamilton Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:—David Barnet, Daniel Beckel, John Carlisle, Lurton Dunham, John W. Erwin, James H. M'Whinney, Hugh M'Birney, James Neel, James M. Starr, Joseph Torrence, William Whiteside, John C. Wright and Thomas H. Wessner.

David Barnet, President; Lurton Dunham, Vice President; J. B. Stephens, Secretary; E. W. McGuire, Treasurer; D. M. Morrow, Superintendent.

Western and Atlantic Railroad.

We learn that the officers of this company have paid into the State treasury, out of the earnings for January, the sum of $33,000. In addition to this they have compromised and settled old claims against the road which had been pending in the courts for several years—making in the aggregate a little over $10,000.

Augusta and Macon Railroad.

The Augusta *Constitutionalist* says that the sum of $50,000 has been subscribed to the stock of this road by private citizens, and adds: "We think it likely there will be a liberal subscription from citizens, and we feel satisfied the people will direct the City Council to subscribe $500,000."

Railroad Controversy in Virginia.

Richmond, Fredricksburg and Potomac Railroad *against* the Virginia Central Railroad.—The Court of Appeals have at length decided the controversy between the above railroad companies, and in favor of the Richmond and Fredericksburg Railroad Company. That our readers may understand the history of the litigation, which has been pending for years, we give an outline, which we find in the Richmond *Dispatch* of 7th inst.:

By the charter of the Richmond and Fredericksburg Railroad, that company was granted the exclusive right to all through travel and freight between Richmond and Washington for the period of twenty-seven years. Some years after, the Louisa Railroad (now the Central,) was chartered to the Junction in Hanover, from which point its freight and travel was brought to and from Richmond on the Fredericksburg road. After that, the Legislature granted a charter to the Louisa road to extend its line east to Richmond and west to Covington. When the Central road was completed to Gordonsville, that company formed a connection with the Orange and Alexandria road, and thus virtually established a through line to Washington, though it only gave tickets to Gordonsville.

Against this the Richmond and Fredericksburg Company applied to Judge Meredith for an injunction, to prohibit the Central road carrying "through travel," alleging as a reason that their chartered rights were violated by the Central Company, it thus taking from them the business that had been guaranteed to them by the State. The motion for the injunction was argued with great ability, after which, Judge Meredith refused to grant it; and from that decision an appeal was taken to the Court of Appeals.

In the decision given yesterday, the right of the Legislature to grant the guarantee, was recognized by the Appellate Court, who decided that that guarantee was of the through travel between the cities of Richmond and Washington, and that the arrangements between the Central and Orange and Alexandria Railroad Companies for the transportation of through passengers comes within the interdict of the guarantee. The Court therefore grant an injunction to prevent such future violation of the rights of the Richmond, Fredericksburg and Potomac Railroad Company during the period guaranteed to them by their charter.

In reference to the past the Court order all account to ascertain the amount of through travel heretofore abstracted from the Richmond, Fredericksburg and Potomac Company. They give to the Central and Orange and Alexandria Companies the benefit of the travel during the period when by obstructions produced by the ice, the Richmond, Fredericksburg and Potomac Company were unable to accommodate it; and they further decide that, (with that exception,) all the through travel abstracted by the Central and Orange and Alexandria Companies *prima facie* belonged to the Richmond, Fredericksburg and Potomac Company, and that the burden of proof rests on the two former companies to show that there are any circumstances which take such travel out of that category. They further decide that the amount of damage thus ascertained is to be paid by the two companies in their respective ratios; or if not paid by both, then to be paid by either one of them.

In reference to the above, we copy the following letter from the President of the Central road:

VIRGINIA CENTRAL RAILROAD,
PRESIDENT'S OFFICE, Richm'd, Feb. 7, 1860.

GENTLEMEN: An article in the *Dispatch* of this morning, referring to the decision of the special Court of Appeals in the case of the Richmond, Fredericksburg and Potomac Railroad Company vs. the Central and Orange and Alexandria Railroad Companies, gives an exaggerated estimate of the amount likely to be paid by this company.

I feel called on to say, that the sum mentioned is ten times as much as it probably will be, and request a suspension of any further estimate of the amount until the case is finally disposed of, *with the assurance that I am authorized to say*, that its payment will not seriously embarrass the company in its financial affairs.

Respectfully,
E. FONTAINE, *Pres't.*

—*Richmond Enquirer.*

Marietta and Cincinnati Railroad.

Wm. P. Cutler, Esq., President of this company, has recently addressed to the Speaker of the Ohio House of Representatives, the following statement in the form of answers to certain questions proposed to him by a resolution of that body.

The statement will be read with interest, as being an official exhibit of the present condition of the road, and a statement of the plan in pursuance of which the road is to be sold on the 25th of the present month.

1st. The charter of the Marietta and Cincinnati Railroad Company, granted in 1847, provided for the construction of a railroad from Cincinnati either to Belpre or Harmar, points about twelve miles apart, on the Ohio river. Subsequently, in 1850, additional power was given to extend the road to a point opposite Wheeling, Virginia.

The amount of money expended upon the line between Cincinnati and Harmar, the point selected as named in the original charter, cannot be stated with accuracy, without a careful and lengthy examination of the books of the company. It is believed, however, that not more than $250,000 has been expended under the authority granted in 1850. It follows, therefore, that the entire expenditure, excepting the above named $250,000, was made upon the line originally contemplated in the charter.

2d. The gross amount of the liabilities of the company may be stated in round numbers as follows:

Bonds issued under 1st mortgage.....	$2,500,000
" " 2d "	2,000,000
" " 3d "	1,500,000
Unsecured indebtedness, consist'g largely of domestic bonds due in 1862....	2,000,000
Accrued interest on the above	1,250,600
Making the gross amount of liabilities.	$9,250,000
It may be added that the total stock issued is about.....	3,500,000
Which, with the interest allowed on the certificates, makes the total cost of the road about.....	$13,000,000

3d. The laborers employed in the construction of the road have all received their pay. A portion of the above unsecured indebtedness is due contractors; the amount cannot be stated, without a careful analysis of the books of the company. Provision is made in the decree of the Court for the payment of arrearages to operatives employed by the company in running the road.

4th and 5th. The fact became apparent that the road could not pay even the interest on its indebtednest. The holders of the first and second mortgage bonds, residing principally in foreign countries, determined to foreclose their mortgages by suits in the U. S. Courts, and thus acquire possession of the property.

In this, they were thwarted by a suit brought in the Ross County Court of Common Pleas, on the 30th day of November, 1858, by holders of the 3d mortgage bonds, who claimed to have a first lien on all the rolling stock of the company. In this suit, however, the property was taken out of the hands of the Directors, and placed with a Receiver. The Directors subsequently called meetings of the stockholders, and submitted to them a plan for the capitalization of the entire cost of the road.

The holders of the bonds under the three mortgages were to surrender their bonds, and receive preferred shares in a new organization to an amount not exceeding $5,750,000. The unsecured creditors were to receive, in place of their obligations against the company, 40 per cent. of the same in deferred stock. The stockholders to receive 30 per cent. in deferred stock.

From the net earnings, the preferred shares first to receive dividends to the amount of 7 per cent. on their par value. The deferred stock next to receive 7 per cent., and any surplus beyond a 7 per cent. dividend on these two classes of stock, to be divided equally upon all the stock.

This plan was agreed to, almost unanimously, by the stockholders present at these meetings, representing over 40,000 of the shares, being about two-thirds of the whole amount.

The stockholders also instructed the Board of Directors "to adopt such plans and employ such means as in their judgment will be most likely, at the earliest period, to accomplish the capitalization of the stock and indebtedness as nearly on the basis of said scheme as they may find practicable and expedient, making such alterations only as they may find necessary to make the same valid in law."

In obedience to these instructions, an agent was employed, who secured the consent of nearly all the bondholders to the plan proposed by the stockholders, with some modifications. One modification was that the second mortgage bonds should go at par, instead of 87½ per cent. The other was that the amount of deferred stock allowed to the stockholders and unsecured creditors, should be fixed at $1,500,000, instead of allowing the proposed per cent. upon each of these interests.

As a consideration, however, for these concessions on the part of the minor interests, it was agreed that the rate of dividends on all the preferred shares should be fixed at 6 instead of 7 per cent., thus yielding an annual benefit of nearly $60,000 to the lower interests. The Board did not hesitate to accept and agree to these various modifications, and authorize their counsel to consent to a sale, and co-operate in procuring a decree of the Court, that would perfect the entire arrangement.

6th. All the bonds issued under the third mortgage were originally used for purposes of hypothecation, and were pledged as security to parties who loaned their notes to the company, and as security to Directors and others, for endorsements for money borrowed or advanced by them to secure the completion of the road.

The general rate of hypothecation was 40 cents on the dollar. Without the aid thus afforded, it would have been impossible to have finished the road to the Ohio river. When it became manifest that these debts could not be paid by the company, it was necessary to arrange with the parties to take bonds in payment of their claims, or allow them to go to sale as collaterals, and be struck off to the highest bidder. In a few cases it was not possible to make settlements, and the bonds were offered at public sale, and were bid off at from 10 to 12 cents on the dollar.

The bonds sold to parties for whose security they were hypothecated, were taken at from three to four times their market value, as ascertained by actual sale.

The amount thus disposed of to bona fide purchasers was about $1,300,000, and the prices ranged from 25 to 80 per cent. of their par value, except as stated above in the cases of forced sales, in none of which were the Directors or any of them purchasers.

The remaining 200 bonds are yet in hypothecation, at the rate of about 40 cents on the dollar. Not over 100 of the bonds sold or hypothecated, were taken by Directors, and they were taken for actual cash advances or endorsement, paid by them, seriously to their own embarrassment, and at prices greatly beyond their present or prospective value.

7th. It is expected that the property will be bid off by some authorized agent of the bonded interest, not now known, however, to the Directors.

There is no arrangement or understanding whatever, with reference to the future policy of the so-called new company, nor is it known who will be the Directors.

8th. No fee or compensation of any kind has been paid or is to be paid by the company, to any

person in connection with these proceedings, or for bringing about the arrangements and perfecting the scheme.

Steubenville and Indiana Railroad.

At a meeting of the stockholders held on the 14th inst., the old board of directors were re-elected. At a subsequent meeting, the following officers were chosen: Hon. Thos. L. Jewett, President and Superintendent; and J. G. Morris, Secretary and Treasurer.

Atlantic and Great Western Railroad.

The work of construction has been commenced upon this road at Columbus, Pa., near the crossing of the Sunbury and Erie road, and gangs of men are at work grading east and west from that point. The work will be prosecuted as rapidly as possible.

Opelousas Railroad.

This road is a work peculiarly Louisianian in character. It lies wholly within the State, and penetrates its very heart. By the branches that are destined to proceed from it, or connect with it, either now commenced or in contemplation, or which the public necessities will bring into existence, the most important sections of the State will be placed in immediate connection with its commercial capital.

In the report of the President and Directors of the company to the stockholders, just made, we have a succinct and intelligible view of its present condition and future prospects, which we epitomize for general information.

The earnings of the road are steadily increasing, though its business is confined to the short distance of eighty miles, between New Orleans and Berwick's Bay. The actual receipts for ten months have been about $370,000. The crevasse on Bayou Lafourche interrupted its business for about two months, but for which its revenues would have been about $445,000, or exceeding the previous estimate by some $20,000. Measures have been taken, by raising the track, to secure the road from any future catastrophes of this kind. The receipts for ten months in 1859 were about $145,000 more than for the whole of the previous year, though no addition had been made to the length of the road. The floating debt of the company is in process of rapid diminution. It amounted on the 23d ult. to $268,000, and will be still further and materially reduced during the present month, and doubtless extinguished at no distant day.

Passengers and mails have been regularly passed over the road, and but a solitary failure has occurred. That was on the first day of the crevasse at Bayou Lafourche. During the continuance of the crevasse, the mails and passengers were taken over by steamboats, the interruption spoken of had reference only to freight. The entire number of passengers carried, through and way, is 51,299.

The total capital of the company is $6,000,000, but as the State pays only in proportion to the city and individual subscriptions, its actual capital amounts to only about $3,500,000, distributed as follows:

State, 28,000 shares, amounting to	$700,000
City, 60,000 " "	1,500,000
Individ'l, 52,000 " "	1,300,000
	$3,500,000

The lands donated by Congress will, it is estimated, be worth some three millions, and with this aid a road may be completed worth six and a half millions of dollars that will have cost the State, city and individual stockholder only three and a half millions. The prospective value of the stock may be estimated from this circumstance. The company will be entitled to 86,000 acres of land on reaching Opelousas, a distance of 165 miles from this city, or 85 miles from its present terminus at Berwick's Bay. No doubt is entertained that the lands will bring much more than their estimated value. The whole quantity of land enuring to the company when the road is completed to the Texas line is no less than 608,000 acres. Of the value of these lands, when the whole State is spanned by railroads, the reader can judge. The company has official notice as to the quantity, contingent, of course, upon the construction of the road.

The company has undertaken to extend the road from Berwick's Bay to Opelousas, a distance of eighty-five miles, and for this purpose has determined to purchase negroes as the best and most economical mode of doing it. It would have done this long before now, but for the desire of extinguishing the floating debt before incurring the large outlay that such a course necessarily involves. The policy was a prudent one, and must tend to increase confidence in the management of the road. Every step taken is well matured previously.

A contract has been made with reliable parties for the swamp and marsh work west of the Bay. Operations have also been commenced at New Iberia for the construction of the road between that place and Opelousas, a distance of forty miles, and five or six miles have been graded. When we state that the whole distance from the present terminus to the Texas boundary, the building of the road to which secures to the company the whole of the 608,000 acres of land donated by Congress, is only 178 miles, it will be seen at once how small, comparatively, is the work to be done before the splendid prize will be drawn. Every mile built will of course increase the receipts of the road, and the augmented earnings with the rich grant of lands must ere long run the bonds of this company up far above par. It is not possible with the facts before us to arrive at any other conclusion. But there is another consideration. At Pine Prairie, 110 miles beyond the present terminus of the road, or 65 miles from New Iberia, or 40 beyond Opelousas, the road will go so near the valley of Red River that a branch road of twenty miles will reach the Alexandria and Bayou Bœuf Railroad, terminating on the Bœuf, and connect us with Alexandria and Red River. Thus we shall be in *daily* communication with the valley of Red River, one of the most important and rapidly growing portions of the State. It would bring New Orleans and Alexandria within *ten* hours of each other! The whole distance between New Orleans and Alexandria would be only 216 miles. The report well observes that this might be effected *with ease* in *two years*, if the people in this city could be brought to a fair consideration of the great importance of the work to our trade, and in consequence buy a few of the bonds which the company offers for sale. These bonds will be equal to ten per cent. interest, and are as well secured as any railroad or any other sort of bonds in this country. There can be no doubt about it at all. The construction of the road to Pine Prairie will give a great impetus to its business by drawing over it the business of the great Red River valley at Alexandria, and its completion to the Texas boundary, but sixty-eight miles from Pine Prairie, will bring us in the *mineral region of Texas*. The late geological survey of a part of that State has shown that rich ores abound on the Sabine, near the point which this Opelousas Railroad will reach. Does not the most superficial reader perceive what an immense business from all these sources this road must do, and the land donations being also taken into consideration, how rich the company must become? More than 16,000 passengers last year passed over the road to Texas in connection with the steamship line to Galveston. The road built to Texas, our markets will be supplied with cattle and sheep over it. Its revenue from this source alone must be heavy. In whatever light we consider this subject, we are forced by the facts to the same conclusions, viz: of the great importance of this road to New Orleans; of the immense business it is destined to do, and the great value its stock must of necessity reach. Up to the 31st of December the company had sold 340 of its bonds of one thousand dollars each. W. G. Hewes, Esq., the efficient President of the company, well observes that "it is almost incredible that such an opportunity of investing money, and at the same time of receiving the munificent grant of Congress, establishing a daily connection with the richest portion of the State, now shut out of all intercourse with us a greater portion of the year, should be suffered to pass unimproved." We cannot suppose that it will be. An examination of the subject must show the bonds which this company offers to be among the most valuable investments that can be made, and as safe as they are valuable.—*N. O. Commercial Bulletin.*

English Cotton Factories.

From a paper recently read by the Mr. David Chadwick, of Selsford, before the "London Statistical Society," we are enabled to present several interesting facts relating to the machinery of cotton mills and the wages of factory operatives. In the cotton mill, seven classes of workmen are employed in the several departments following:—1, as engineers, porters, &c.; 2, in cotton mixing and blowing; 3, in carding and preparing; 4, in self-acting mule spinning; 5, in throstle spinning; 6, in spinning upon hand mules, and 7, in power-loom weaving. In a mill of 500 hands the numbers employed respectively in these departments are as 27, 7, 72, 35, 69, 275, and in beaming, twisting and sizing 14. Of the whole number, 19 per cent. are men; 50.2 per cent. women; 6.6 per cent. boys; and 24.2 per cent. girls.

During the last twenty years, the wages of all classes of factory hands have increased from 10 to 25 per cent. owing chiefly to the improvements in machinery enabling them to perform a larger amount of work, and thereby increase the value of their labor. Chadwick remarks:

In 1856, there were 3,046 cotton factories in England and Wales; 1,480 of which were situated in Lancashire. Notwithstanding that legislative restrictions were laid upon the employment of young persons, and the reduction of the time of labor from 69 hours per week to 60, the imports of raw cotton increased from 646,000,000 lbs. in 1844, to 1,034,000,000 lbs. in 1858; whilst during the same period, the value of the exports of cotton goods, twist, and yarns, increased from $130,000,000 to $215,000,000—an extension which illustrates alike the immense demand for cotton fabrics, the commercial development produced by machinery, and the enterprise of the cotton lords of England.

The estimated number of operatives employed in the cotton trade of Lancashire is upwards of 400,000 hands. Reckoning the average rate per head at 10s 3½d per week, the aggregate wages for that number would amount to about $1,029,000 weekly, or over $53,000,000 per year; whilst, for the whole of England and Wales, the aggregate annual wages would be about $110,000,000. Mr. Chadwick estimates the number of spindles employed in Lancashire at 28,000,000, and of looms at 360,000. Taking the generally estimated cost of a spinning mill and its requisite preparing machinery at 23*s*a24s per spindle, and allowing the present valuation of spinning property to be 18s. per spindle—and supposing the cost of a weaving establishment to be £24 per loom, and the present valuation of that kind of property to be say £20 per looms—we shall have the following result, as the aggregate capital now invested in the cotton manufacture of Lancashire:

28,000,000 spindles, at 18s. each	£25,200,000
360,000 looms, at £20 each	7,200,000
	£32,400,000
Add to which, as the estimated value of materials and stock, of manufactured goods, and working capital—say	20,000,000
	$52,400,000

Applying the same ratio of valuation to the remaining 1,566 mills in other districts of the country and in Wales, we shall have as the aggregate capital employed in the cotton trade of England and Wales about £525,000,000. These figures may afford some idea of the enormous interests dependent on the cotton crop of America.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	56,791	31,852	—	.....
31 May '59	99.2	—	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,284,468	99.2	.....	155,628	78,907	—	.....
30 Jun. '59	57.0	—	.....	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	.....	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	.....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	—	—	—	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	—	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	3	6	30		Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	—	.....	11	19	212		Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	7	15	178		Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	—	—	—	—	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	168,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	5	5	167		N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	29	72	368		New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8	.....
31 Mar. '58	59.0	7.0	.....	—	—	—	—	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
.. .. 59	154.2	—	.....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '58	—	—	.....	45.1	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	.....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	36.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	36.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	161,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	—	—	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	.....	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	.....
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
.. .. '58	138.0	—	.....	75.0	—	—	—	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	62¼
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	58
.. .. '57	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	56¼
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	.....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	.....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	40
31 Dec. '58	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	.....	—	—	—	—	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	.....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	.....	—	—	—	—	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	.....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,164	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	.....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,963	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	—	—	—	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	.....	—	—	—	—	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	—	—	—	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	—	—	—	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	.....	.....	.....	Penobscot	308,413	.....		180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,025	6	93½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.6	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	63½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	30.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,280,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	15
								MASSACHUSETTS.													
30 Nov. '58	21.2	—	.....	—	6	4	80	Berkshire	600,000	*		600,000	.....	.....	600,000	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '58	28.8	1.8	43.6	—	20	26	544	Boston and Lowell	2,239,253	183,345		1,830,700	440,000	21,965	2,619,210	28.6	274,655	407,399	166,109	6	99
31 May, '59	74.3	7.4	60.8	—	30	39	540	Boston and Maine	3,847,004	368,357	105,937	4,076,570	.....	.....	.....	81.7	.....	818,681	399,657	7½	108½
31 Dec. '57	74.5	—	2.1	—	.....	.....	.....	Boston and New York Central	3,622,203	69,941		2,241,000	374,550	1,299,039	3,923,319	74.5	.....	88,483	7,052	—	.....
30 Nov. '59	43.5	12.0	22.8	—	22	27	210	Boston and Providence	2,608,833	551,167	70,000	3,160,000	174,220	.....	3,663,138	55.5	292,649	654,673	337,548	8	106½
30 Nov. '58	44.7	24.0	59.2	—	31	64	697	Boston and Worcester	4,251,682	437,416	100,000	4,500,000	500,000	60,774	5,578,160	68.7	498,325	923,223	332,270	6	105
30 Nov. '58	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	144,600	114,417	1,959,549	47.2	78,282	106,846	49,483	—	.....
30 Nov. '59	50.0	2.4	8.9	—	12	13	330	Connecticut River	1,614,364	187,558		1,591,100	252,500	11,029	.....	75.4	158,815	271,592	108,225	4	72
31 May, '59	44.2	36.4	19.4	—	28	46	320	Eastern	4,134,475	456,523	262,102	2,853,400	2,105,500	172,218	5,128,719	100.6	373,641	663,135	319,526	—	63½
30 Nov. '58	19.9	1.3	2.8	—	.....	.....	.....	Essex	742,592	4,416		299,107	277,961	197,423	774,492	ope	rat. by	Eastern	12,295	—	40½
30 Nov. '58	50.9	16.8	70.1	—	29	28	643	Fitchburg	3,189,851	350,149		3,540,000	.....	131,453	3,863,710	67.7	303,392	572,967	278,855	6	98½
30 Nov. '59	14.0	—	2.4	—	3	3	45	Fitchburg and Worcester	244,474	*		198,000	62,900	300	262,000	26.0	35,557	48,768	16,628	6	.....
30 Nov. '58	9.0	—	9.0	—	.....	.....	.....	Grand Junction (Boston)	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	—	.....
30 Nov. '58	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	598,299	.....		292,651	200,000	105,649	.....	ope	r. by N.	H. & N'h	23,294	—	.....
30 Nov. '58	12.4	—	2.3	—	2	3	28	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	.....	12.4	22,456	42,784	18,540	3	.....
30 Nov. '58	14.6	—	17.1	—	12	11	301	Nashua and Lowell	558,919	95,684		600,000	.....	.....	.....	14.6	123,395	180,085	71,505	8	105
30 Nov. '58	20.1	1.4	1.1	—	7	18	144	New Bedford and Taunton	493,059	51,906		500,000	.....	12,600	.....	21.5	52,220	137,914	28,968	—	.....
30 Nov. '58	26.9	—	2.4	—	5	9	43	Newburyport	570,086	59,096		220,240	198,520	221,335	.....	36.0	70,236	44,974	9,257	—	.....
30 Nov. '58	8.6	—	0.4	23.4	.....	.....	.....	N. York and Boston Air Line	416,133	.....		223,176	673,210	4,645	.....	8.6	16,093	16,606	1,647	—	.....
30 Nov. '58	79.5	7.8	25.1	—	25	46	359	Old Colony and Fall River	3,028,445	334,503		3,015,100	161,500	30,935	3,748,970	87.3	365,197	551,399	257,060	6	103
30 Nov. '59	18.6	—	0.8	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	We	stern.	48,355	25,127	6	.....
30 Nov. '58	43.4	—	14.9	—	12	18	374	Providence and Worcester	1,534,911	254,565		1,550,000	300,000	46,500	1,897,369	43.4	199,895	270,402	110,844	6	97
30 Nov. '58	16.9	—	1.7	—	3	3	198	Salem and Lowell	366,987	82,543		243,305	226,900	.....	.....	16.9	29,822	50,856	.....	—	.....
30 Nov. '58	21.9	—	.....	—	.....	.....	.....	Stockbridge and Pittsfield	444,600	4,100		448,700	.....	.....	450,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '58	7.1	—	.....	35.5	.....	.....	.....	Troy and Greenfield	329,741	.....		288,428	169,000	9,854	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	69.0	8.0	5.5	—	12	8	194	Vermont and Massachusetts	3,309,287	207,343		2,214,225	1,003,675	6,500	.....	77.0	99,256	225,079	105,037	—	12½
30 Nov. '59	173.4	—	104.3	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,785,569	1,095,713	15,120	5,150,000	6,032,520	243,800	13,528,766	210.6	944,951	1,767,068	830,148	8	111
30 Nov. '58	45.7	—	8.8	—	10	8	145	Worcester and Nashua	1,279,936	140,961		1,141,000	200,000	31,210	1,416,555	45.7	152,803	185,127	83,849	5¼	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. T'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	38
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	6½
-- -- --	—	—	—	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,506	34.5	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,003	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	55
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	85
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.3	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	46½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,173,285	*		1,100,000	2,036,000	197,801	.....	78.0	.....	237,446	95,758	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,900	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,787,970	*		656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	.....	.....	.....	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295		3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	118
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	.....		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	.....		248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	.....	.....	.....	Warren	1,568,713	*		968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	5¾	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	—	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	—	—	ope	r. by W	estern.	—	6	—
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	—	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	16,530	23,554	9,204	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	—	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	—	87.8	356,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	—	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	—	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	—	—	—	—	—	—	—	ope	r. by Re	ceivers.	—	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	—	ope	r. b. B.N.	Y. & E.	—	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	49,519	58,207	10,840	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	8,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,006	—	40½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	74
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	8½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	9½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	—	1,494,000	—	—	121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	—	75.4	98,686	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	—	46.2	89,380	208,223	33,946	3	—
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	—	18.4	32,980	37,280	18,590	2	—
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	—	—	ope	r. by Ren	s. & Sar.	30,150	2½	—
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	—	54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	—	—	—	—	—	—	—
30 Jun. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	—	81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	—	27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
31 Dec. '58	96.5	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,989	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,226	146,812	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,033	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,165,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	59
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	86
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	162,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	111
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	19½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,784	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82
31 Dec. '58	72.0	—	.....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	.....	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	82
31 Dec. '58	173.8	21.6	.....	—	38	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,090	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	8,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
-- -- '58	44.0	—	.....	136.2	.....	.....	.....	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	.....	85,000	45,000	—	—
-- -- '58	21.3	29.0	.....	—	.....	.....	.....	Beaver Meadow	1,542,950	*	—	1,650,000	2,000	.....	.....	50.3	.....	.....	.....	10	—
31 Aug. '59	63.5	—	.....	—	.....	.....	.....	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	.....	—	11	.....	.....	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
-- -- '58	54.0	—	.....	—	.....	.....	.....	Dauphin and Susquehanna	—	—	—	—	—	—	—	54.0	.....	—	—	—	—
31 Dec. '59	110.8	2.3	.....	—	71	17	3,366	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,600	—	55
-- -- '59	36.5	—	.....	—	.....	.....	.....	East Pennsylvania	—	—	—	—	—	—	—	36.3	.....	—	—	—	—
-- -- '58	19.6	—	.....	—	.....	.....	.....	Erie and Northeast	750,000	*	—	600,000	100,000	.....	750,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '58	36.9	19.0	.....	—	.....	.....	.....	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	.....	1,881,697	55.9	.....	423,561	166,852	8	54
31 Aug. '59	35.0	—	.....	41.3	.....	.....	.....	Hempfield	1,388,168	*	—	.....	.....	.....	.....	35.0	.....	32,411	7,267	—	—
-- -- '58	30.5	10.3	.....	—	.....	.....	.....	Huntingdon and Broad Top	1,181,997	*	—	.....	.....	.....	.....	40.8	.....	.....	.....	—	—
30 Sep. '57	68.0	—	.....	—	.....	.....	.....	Lackawanna and Bloomsburg	—	—	—	—	—	—	—	68.0	.....	—	—	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	382	Lehigh Valley	3,276,523	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '58	28.0	10.0	.....	—	.....	.....	.....	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	.....	.....	38.0	.....	363,101	255,930	9	—
-- -- --	8.0	21.0	.....	—	.....	.....	.....	Manch Chunk and Summit H.	—	—	—	—	—	—	—	—	—	—	—	—	—
-- -- --	13.0	74.0	.....	—	.....	.....	.....	Mine Hill and Schuylk. Haven	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	55.6	10.1	.....	—	16	14	513	North Pennsylvania	4,987,321	353,516	—	3,086,710	2,714,500	391,606	6,197,816	65.7	.....	296,894	162,071	—	86½
31 Dec. '58	330.0	66.0	300.0	—	209	99	2,345	Pennsylvania	21,853,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987	386.0	.....	5,185,330	2,163,445	6	78½
31 Dec. '58	19.7	—	.....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061	—	—	—	—	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	10	.....
30 Nov. '58	147.4	4.0	.....	—	142	58	5,638	Philadelphia and Reading	19,390,868	2,121,019	20,180	11,787,041	12,195,950	111,314	24,044,305	197.4	.....	2,510,751	1,310,952	3½	39½
-- -- '58	33.0	—	.....	—	.....	.....	.....	Philadelphia and Sunbury	1,348,812	*	—	600,000	1,200,000	.....	.....	33.0	.....	89,535	53,285	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	----	—	...	...	—	Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. & Amboy		7	----
30 Nov. '58	98.0	6.0	----	31	60	487		Phila., Wilmington and Balt.	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	5	38½
31 Oct. '57	48.0	—	----	80.0	...	...	—	Pittsburg and Connellsville	2,285,606	*		1,031,173	1,100,000	513,403	2,644,756	48.0	.....	57,838	4,740	—	----
.. .. '59	10.3	—	----	127.5	...	...	...	Pittsburg and Erie	...	...	...	...	...	...	...	10.3	...	...	...	...	...
31 Dec. '58	467.0	—	----	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,260,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658	—	----
30 Sep. '57	31.0	—	----	11.0	...	...	----	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	.....	.....	...	...	...	...	—	----
.. .. ..	25.0	—	----	—	...	...	----	Schuylkill Valley	...	...	...	...	...	...	...	25.0	...	...	...	...	...
1 Jan. '59	163.2	—	----	117.0	...	...	----	Sunbury and Erie	5,517,841	37,933		3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	----
.. .. '58	29.7	—	----	—	...	...	----	Tioga	1,093,263	*		...	...	...	...	...	...	...	...	—	----
31 Mar. '59	78.0	—	----	—	...	...	----	Williamsport and Elmira	3,650,682	380,847		1,500,000	2,361,973	161,272	4,148,920	...	.....	191,970	96,306	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*		1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588		267,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	...	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539			1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
.. .. '58	40.3	—	----	—	...	...	----	Cheraw and Darlington	600,000	*		400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	----	—	...	...	----	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	...	----
31 Aug. '58	22.5	—	----	—	...	...	----	Kings Mountain	196,230	*		200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	----	—	...	...	----	Laurens	543,403	*		400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	...	...	----	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '58	136.0	106.0	----	62	59	790		South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	----
31 July '58	25.1	—	----	41.9	...	...	----	Spartanburg and Union	...	...	...	...	...	...	...	25.1	...	...	...	—	----
								TENNESSEE.													
State Report, 1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	----
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	776,036	—	----
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	----
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	—	.....	.....	.....	—	----
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	----
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	----
	—	—	—	—	—	—	—	Nashville and Northwestern	...	...	...	...	...	...	...	...	...	...	...	—	----
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	----
	30.9	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,245	.....	—	----
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	----	158.0	...	...	----	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
.. .. '58	56.0	—	----	184.0	...	...	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
.. .. '59	43.0	—	----	31.0	...	...	----	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	----
1 May '58	75.0	—	----	281.0	2	3	67	Houston and Texas Central	1,132,747	*		1,270,123	335,000	128,305	1,691,443	35.0	.....	76,958	.....	—	----
.. .. '59	25.0	—	----	110.0	...	...	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
.. .. '59	28.0	—	----	756.0	...	...	----	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421		1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	----
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*		950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612		516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	...	...	----	Western Vermont	1,083,500	*		332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	...	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	----
30 Sep. '58	75.8	—	—	63.5	9	8	216	Manassas Gap	3,262,990	209,901		3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	----
31 Mar. '59	79 .2	—	----	—	...	...	----	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*		468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*		1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
31 Dec. '58	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	988,791	192,940		883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,065	5	----
30 Sep. '58	140.5	1.8	----	—	23	18	370	Richmond and Danville	3,588,653	*		1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	----	—	...	...	----	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	289,126	145,656	7	70
30 Apr. '59	22.2	2.7	----	—	10	16	192	Richmond and Petersburg	1,087,949	*		836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	----	14.3	2	1	13	Richmond and York River	688,190	22,810		657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	----
31 Aug. '58	80.0	—	----	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	----
30 Sep. '59	178.0	17.0	----	10.0	27	20	280	Virginia Central	4,835,729	527,181		3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086		3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	----
30 Sep. '57	32.3	—	----	—	...	...	----	Winchester and Potomac	573,998	*		300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	----
								WISCONSIN.													
.. .. '59	55.0	—	----	16.0	...	...	----	Kenosha and Rockford	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
25 Mar. '59	199.8	—	----	—	...	...	----	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
.. .. '57	42.0	—	----	27.8	...	...	----	Milwaukee and Horicon	919,757	*		1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '58	191.9	42.6	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100		3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
.. .. '57	50.0	—	----	85.0	...	...	----	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
1 Jan. '58	104.0	—	----	38.8	...	...	----	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	----
.. .. '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870		3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	----
.. .. '59	81.0	—	----	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	----
.. .. '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133	.....	46,964,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
.. .. '59	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,061	.....	.....	—	----
.. .. '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	----
.. .. '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
.. .. '59	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	79.9	...	...	----	European & North American	2,100,356	*		.....	.....	.....	.....	29.9	.....	.....	.....	—	----
.. .. '59	60.0	—	----	—	...	...	----	New Brunswick and Canada	988,746	*		868,493	.....	70,253	988,746	60,0	.....	.....	.....	—	----
								NOVA SCOTIA.													
.. .. '59	61.5	—	----	60.1	...	...	----	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	----
								NEW GRANADA.													
Dec. '58	48.7	—	----	—	...	...	----	Panama	8,000,000	*		4,973,000	2,427,000	.....	18,000,000	48.7	.....	1,925,444	1,880,190	18	134

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1884	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon)	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83¼
" "	700,000	6	1880	84
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	----
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Ster'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	92
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	90
2d Mortgage	950,000	---	1880	82
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	94½
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	----
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	960,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	96,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'60-'70	102
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	----
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	----
Free Land	3,000,000	7	1860	[00
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		83
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	70
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1863	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage [S. F.]	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,036	6	1883	
Mississippi State Loan	200,979	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	89
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	94
2d Mortgage	4,000,000	7	1859	94
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	48
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	7
Unsecured (convertible)	2,443,000	7	1862	7
Sinking Fund	2,193,000	7	1875	7
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			87
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	295,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		76
2d Mortgage	461,375	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,000	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	96½
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	
Bridge (O. and P.)	199,500			
1st Mortgage (O. and L.)	1,000,000		1872	
2d Mortgage (O. and L.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1857	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	95
Mortgage (Coupon)	250,000		1850	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	169,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	166,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'76	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	17
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	898,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, February 25, 1860.

Sunbury and Erie Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia on the 13th inst. The old officers were re-elected. The report submitted by the directors, and which we give entire in another column, is a very favorable exhibit of the present condition and future prospects of the company. The whole length of the line from Sunbury to Erie is 288 miles. The track has been laid upon 108 miles of this distance, leaving 140 to be completed—of which 100 miles are graded and ready for the iron.

The total receipts of the company have been $10,169,869.80, and the expenditures $8,609,266.88—leaving a balance on hand of $1,560,602 92.

The company's assets, applicable to the completion of the road, amount to $5,936,602 92; while, according to the report, only $2,395,000 will be required to put the road in order for business the entire distance.

St. Andrews and Quebec Railroad.

We learn from the St. John *News*, of 15th inst., that arrangements are in progress for carrying on the work upon the extension of this road. About 60 miles, from St. Andrews up, are already in operation; thence to Woodstock, on the St. John river, a distance of 25 miles, it is in progress. The *News* learns, from a letter from a gentleman connected with the works, that contracts have been signed, and that the manager, JULES THOMPSON, Esq., had obtained from the board £20,000, and from the Canadians £40,000 for the prosecution of the work. The contemplated final terminus of the road is Trois Pistoles, about one hundred miles below Quebec, at which place a connection will be formed with the Grand Trunk Railway.

Macon and Brunswick Railroad.

At a meeting of the stockholders of this road held in Macon, Ga., on the 8th inst., the following gentlemen were re-elected directors for the ensuing year: A. E. Cochban, T. R. Bloom, B. F. Ross, L. N. Whittle, George Walker, Henry Dunn, Jas. T. Blain.

☞ The Virginia Senate has passed the House Internal Improvement Appropriation bills as follows: To the Covington and Ohio Railroad $2,000,000; Virginia Central Railroad, $600,000; and to the Alexandria, Loudoun and Hampshire Railroad $600,000. The Senate also passed a bill increasing the capital stock of the Manassas Gap Railroad.

Panama Railroad.

The office at Panama furnishes the following statement of the transportation by the Panama Railroad during the year commencing Oct. 1, 1858, and ending Sept. 30, 1859.

Nature of freight.	Aspinwall to Panama.	Panama to Aspinwall.	Total.
Passengers ..	22,206	16,567	39,973
Treasure	$3,146,983	$57,097,061	$60,244,044
Mails, U.S. lbs	643,752	184,595	828,347
Do. English lbs	37,060	8,824	45.884
Mer'dse tons.	17,278	3,802	21,080
Coal, tons	7,618	....	7,618
Baggage, lbs.	67,698	62,581	130,279

FINANCIAL.

The closing cash prices at the New York Stock Exchange for each day of the week ending 22nd Feb'y, 1859, were as follows:

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101½	....	101½	100⅝	100⅝	100⅝
STATE STOCKS:—						
Virginia 6s	92⅝	93	93	93½	92½	92⅝
Missouri	79½	80½	80½	80½	80⅝	80
Indiana 5s	....	....	....	....	....	....
Tennessee 6s, 1890	87⅝	87⅝	88½	87⅝	88	87⅝
California 7s	87	....	87	87	86½	86
Ohio 6s, 1870	107	....	....	....	....	....
RAILROAD SHARES:—						
Chicago and Rock Isl.	62⅛	62	62⅛	62⅞	62⅝	62⅛
Clev. and Toledo	19⅝	19⅝	19⅝	19⅝	19½	19⅝
Galena and Chicago	57⅝	58	57⅝	58½	58⅛	57⅝
Hudson River	40⅜	41	40⅜	40⅜	40⅜	40⅜
Illinois Central	56½	56½	56⅝	56⅝	56	56⅝
Michigan Central	37⅛	38	38	37⅛	38	37⅛
M. S. and N. I. guar'd,	14⅛	14⅛	14⅛	14⅛	15	14⅛
M. S. and N. I.	6⅛	6⅛	6⅛	6⅛	6⅛	6⅛
New York Central	71½	71½	71⅝	72⅛	72⅛	71⅛
New York and Erie	9	9⅛	9	9⅛	9⅛	9
N. York and Harlem	9⅛	9⅛	9⅛	9⅛	9⅛	9⅛
N. Y. and H. "pref."	33⅛	33⅛	33⅛	33⅛	33⅛	33⅛
Panama	133½	133½	133⅝	134	134⅛	134⅛
Phila. and Reading	39⅛	40⅛	40⅛	40⅛	40⅛	40⅛
MISCELLANEOUS:—						
Del. and Hud. C. Co.	93	93½	93⅛	93⅝	94	93⅝
Cumberland Coal Co.	16	15⅞	15⅝	16	15⅛	16
Pennsylvania Coal Co.	....	84½	84⅛	82	82⅛	....
Pacific Mail S. S. Co.	89⅛	90⅛	91⅛	93	92	91⅞
Canton	16⅛	16⅞	17	19⅞	16⅛	17
Brooklyn Water W's.	101	100⅝	....	....	100⅛	101

The following are the closing prices in the London Market on the 4th February:

United States 5 p. c. red. '74	91½	to	92
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	78	to	80
Do. do. Fr. L'd red. '60.	91	to	92
Do. $100 shares, $60 p'd.	43	to	44
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	80	to	82
Do. do. 1st mortgage (sinking fund), 1882	80	to	84
Do. $100 shares	30	to	35
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	50	to	55
Do. $100 shares	8	to	12
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	85	to	87
Do. 2d mortgage, 1869	79	to	81
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	30	to	35
Do. Shares, assented	9	to	11
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	35	to	37
Philadelphia and Reading Bonds, 6 per cent., 1860	83	to	88
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The following is a statement of the condition of the Banks of the city of New York:

	Feb. 18.	Feb. 11.	Difference.
Loans	$124,206,031	$123,336,629	I. $869,402
Specie	20,591,189	19,787,567	I. 803,622
Circulat'n	8,050,001	6,185,109	D. 135,108
Deposits	78,325,241	76,471,055	I. 1,854,185

The condition of the Banks on Saturday for the past seven weeks has been as follows:

Loans.	Specie.	Circulation.	Deposits.
124,597,663	17,863,784	8,539,063	74,808,855
123,582,414	18,740,866	8,090,548	75,883,763
123,845,931	19,233,494	7,880,865	76,830,581
123,088,626	20,063,739	7,760,761	76,879,826
124,091,982	19,924,801	8,174,450	77,577,694
123,336,629	19,787,567	8,185 109	76,471,055
124,206,031	20,591,189	8,050,001	78,325,240

Clearings for week end'g Feb. 6.	$131,392,415 46
Clearings for week end'g Feb. 13.	130,049,449 84
Clearings for week end'g Feb. 20.	132,370,866 85
Balances for week end'g Feb. 6.	6,980,579 17
Balances for week end'g Feb. 13.	7,612,856 10
Balances for week end'g Feb. 20.	7,086,898 00

The annexed table gives the per centage of specie to net deposits held by the banks of this city:

Bank of Commerce	35½	Butch.&Drov'rs'B.	20⅓
Am. Exchange B.	26⅝	B. of Commonw'th,	24¼
Metropolitan Bank	24⅝	St. Nicholas Bank,	27⅜
Bank of America	36	Marine Bank	24⅜
Bank of New York	26⅜	Fulton Bank	23⅛
Merchants' Bank	28	Leather Manuf. B.	26⅜
Manhattan Bank	21¼	Artisans' Bank	22
Mechanics' Bank	27⅛	Seventh Ward B.	26
Bank State N. Y.	34	Irving Bank	24
Bank of Republic	28¼	Chatham Bank	19
Park Bank	23½	Pacific Bank	22⅓
Continental Bank	23⅓	People's Bank	27⅜
Phenix Bank	35⅛	Mech. and Trad. B.	22⅝
Union Bank	21	Citizens' Bank	21⅜
National Bank	26⅛	Atlantic Bank	20¾
Imp. & Traders' B.	29½	Mech.Bank'g Ass'n	20
Shoe and Leather B.	24⅓	North River	
Merchants'Exch. B.	23⅓	Chemical Bank	34½
City Bank	22⅛	Oriental Bank	20⅝
Broadway Bank	23½	Grocers'	21
Ocean Bank	25½	East River	
Mercantile Bank	21⅜	Greenwich Bank	14¼
Bank of N'th Am.	30	N. Y. Dry Dock	
Hanover Bank	22⅜	N. Y. County	
Market Bank	23	Bulls Head	
Corn Exchange B.	22⅛	N. Y. Exchange	
Nassau Bank	16⅓	Manuf. & Merch.	
Tradesmen's Bank	32⅝		

The weekly statements of the Philadelphia Banks made up to the 13th and 20th inst., present the following aggregates and comparisons:

	Feb. 13.	Feb. 20.	Difference.
Capital	$11,650,455	$11,661,169	+$10,750
Loans	25,458,354	25,564,640	+106,286
Specie	4,581,356	4,698,389	+117,033
Due from b'ks	1,318,464	1,192,030	—126,434
Due to banks	2,782,306	3,019,658	+237,352
Deposits	14,804,301	14,722,119	— 82,182
Circulation	2,663,695	2,676,197	+ 12,502

The Boston bank statement for the week ending 21st February foots up as follows:

Capital	$36,581,700	Due to b'ks.	$7,430,000
Loans & disc.	60,113,800	Deposits and Circulation	17,598,000
Specie	4,577,000		
Due fr'm b'ks	6,549,000		6,305,500

The cash assets and liabilities of the New Orleans banks on the 11th inst. were as follows:

Loans	$25,197,351	Deposits	$20,634,112
Specie	12,741,881	Exchange	7,349,357
Circulation	13,343,924	Due banks,	1,395,551

As compared with the statement of the previous week the results stand thus—

Dec. in specie	$11,241	Dec. in exch.	$733,670
Dec. in deposits	572,428	Dec. in dist'nt balances	252,842
Inc. in circula'n,	128,430	Inc. in l'ng l'ns	181,189
Inc. in short l'ns.	54,076		

The return from the Bank of England for the week ending the 1st of February, gives the following results when compare with the previous week:

Public deposits	£5,309,753	Dec.	£219,969
Other deposits	14,484,676	Inc.	404,929
Rest	3,324,479	Inc.	29,344

On the other side of the account:

Governm't securities	£10,171,199	Dec.	£240,213
Other securities	20,773,651	Inc.	1,273,924
Notes unemployed	6,846,370	Inc.	869,370

The amount of notes in circulation is £21,906,340, being a decrease of £279,460, and the stock of bullion in both departments is £14,942,502 showing a decrease of £616,594 when compared with the preceding return.

Since the year 1853 the coinage of silver at the United States Mint has exceeded forty-one million of dollars, of which $3,290,468 was silver of domestic production.

The production of gold in the several States, since the commencement of the coinage, has been as follows:

California	$451,310,840 26
Georgia	6,800,879 33
North Carolina	8,944,409 39
Virginia	1,525,515 50
South Carolina	1,280,604 87
Alabama	196,758 54
Tennessee	80,810 87
Oregon	69,292 00
New Mexico	48,672 00
Kansas	4,171 70
Other States	79,224 00
Total domestic gold	$470,341,478 46

This large sum has been coined at the following points—the first column representing the coinage of American gold only: the other of both American and Foreign gold, silver, and copper:

Philadelphia	$238,305,639 48	$417,875,851 10
San Francisco	106,641,697 73	105,567,313 74
New Orleans	22,293,827 91	67,434,411 47
Charlotte, N. C.	4,868 555 67	4,844,364 00
Dahlonega, Ga.	5,988,635 60	5,991,495 00
Assay Office, N.Y.	92,243,151 98	87,479,237 64
Total	$470,341,478 46	$689,189,674 95

It is now proposed to establish at New York a Branch Mint, with powers similar to that at Philadelphia.

The Currency, Land Warrants and Specie quotations for the week have been as follows:—

N.Y.St.C'rr'cy,3-10a		Virginia	¾a1
New England	1 5a	Ill. and Wisc.	2¾a3
New Jersey	1-5a	Michigan	a1
Philadelphia	¼a	Tennessee	1¼a1½
Baltimore	¼a⅜	Free Indiana	a2
Interior Penna.	⅝a¾	Louisiana	1 a
Interior Md.	⅝a¾	Mobile	1 a
Ohio,Ky.,&Ind.	⅞a1	Canada	⅝a¾
S. Car. and Geo.	½a⅝	Missouri	2 a2¼
N. Carolina	1 a1¼		

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acre warr.	100	110	120 acre warr.	72	76
80 " "	90	95	160 " "	72	77

DRAFTS AND CHECKS.

On Philadelphia	⅛	On Chicago	2½
On Baltimore	1-5	On St. Louis	2
On Boston	1-5	On Detroit	1
On Cincinnati	¾	On New Orleans	1
Bank of England Notes per £			$4 84
Bank of France per franc			18
United States Post Office Scrip			3a5 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars	$1 06	English Silver	$1 80
Spanish Dollars	1 10	Species	1 03
Five-Frc. Pieces	98	Old Am.H'lf Doll.	1 04½
French Crowns	1 10	" " Quarter D.	1 02
German Crowns	1 08	Spanish Qu., each,	23
Prussian Thalers.	71	Spanish ⅛ths and 16ths per oz.	1 27
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns.	$4 84a$4 87	Sp.Doub.	$16 50
Twenty Francs	3 84	Pat. "	$15 70a$15 75
Ten Thaler Pieces	7 87	Gold. Am. Old, 6c.prem.	
Ten Guilder "	3 98	B'k of Engl. Notes,	4 34

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending February 21, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	85	and int.
Covington and Lexington, 2d Mortgage	7s	65	and int.
Ohio & Miss., E. D., Construction	7s	23½	
Cinc., Ham. and Dayton, 2d Mortgage	7s	85	"
Indianap. & Cincinnati, do. do.	7s	75	

STOCKS.

Cincinnati, Hamilton & Dayton	Ex Div. 65
Columbus and Xenia	83
Indianapolis & Cincinnati	40
Little Miami	89½

Debt of Chicago.

The Comptroller's Report of the City of Chicago furnishes the following statement of the debt of that city on the 31st of January:

Bonds at 10 per cent. interest—		
Due November, 1860	$30,000	
Due January, 1863	2,000	
Due January, 1868	2,000	
		$34,000
Bonds at 7 per cent. interest—		
Due July, 1861	$25,000	
Due July, 1862	25,000	
Due July, 1866	10,000	
Due January, 1874	60,000	
		120,000
Bonds at 6 per cent. interest—		
Due January, 1863	$60,000	
Due January, 1867	10,000	
Due July, 1872	50,000	
Due January, 1873	40,000	
Due July, 1875	100,000	
Due July, 1876	100,000	
		360,000
Total		$514,000

Sunbury and Erie Railroad.

Report to the Stockholders of the Sunbury and Erie Railroad Company.—In their last annual report, the Board of Managers congratulated the stockholders upon such an improvement in the affairs of the company as to insure the speedy and economical completion of the work entrusted to their charge, and expressed a confident expectation that the cars might traverse the whole length of the road before the close of the year 1860.

To the accomplishment of this desirable object the whole energies of the Board have been unremittingly directed, and we are happy to be able to report that such progress has been made in the work as to place it easily in the power of the company to fulfil this expectation, if they should not be arrested in their efforts by financial considerations, growing out of the extreme difficulty of negotiating any improvement securities except at almost ruinous rates of discount.

Early in the last season the grading of the line of road from Williamsport to the mouth of the Sinnimahoning, a distance of 68 miles, was completed, ready for the superstructure, and the track-layers commenced their operations as soon as the roadway was sufficiently settled. The track was laid to Lock Haven, a distance of 26 miles from Williamsport, by the 1st of July last, and was thence shortly afterwards extended 16 miles further to Whetham Station, at the mouth of Rattlesnake Creek. At this point the track-laying at the eastern end of the line was suspended for the season.

Meanwhile the grading of the Western Division was pushed forward with all possible vigor, and in May last the track-layers commenced their work at the harbor of Erie, opening for use successive sections of the road to Waterford, Union Mills and Columbus, and early in December they reached the borough of Warren, a distance of 66 miles.

On all the finished portions of the line regular trains of passengers and freight cars have been run daily from the time of the completion of each section, to the great accommodation of the country traversed and with a fair remuneration to the company.

The surveys of the Middle Division, which had not been completed at the date of the last report, were prosecuted as rapidly as the weather would permit, and resulted in the selection of a route more favorable as to grades and cost, though at the expense of some increase of length than had previously been deemed possible by the most sanguine.

The Board advertised for proposals for grading and bridging this division, a distance of about 82 miles, to be opened at their office in Philadelphia on the 16th of May.

Proposals were received from a very considerable number of contractors, for performing the work by measurement, in short sections, and a

proposition was also presented by Milton Courtwright, a well known and responsible contractor, to perform the whole work for a given sum, and to take a large proportion of his payment in the stock of the company, at par.

The Road Committee of the Board, in conjunction with the engineers of the company, went into a detailed calculation of a number of the most favorable bids, and arrived at the conclusion that the bid of Mr. Courtwright was less in absolute cost than the average of these proposals, and possessing a great advantage over them in the terms of payment, in the absolute certainty as to the whole amount of cost, and in relieving the company from any danger of delay, or loss by the failure of any contractor to finish his sections according to agreement. The contract was, therefore, awarded to Mr. Courtwright, upon the terms of his proposition, by the unanimous vote of a full Board. The wisdom of this arrangement has been fully vindicated by the result. The work has progressed steadily and rapidly in the face of difficulties, both natural and financial, and by the latest information received, there now remains ungraded but forty miles of the whole line of the road, and on this portion a large force is now employed.

The whole length of the road on the line adopted, from Sunbury to the harbor of Erie, is 288 miles. Of this distance, 40 miles from Sunbury to Williamsport, has been completed and in use for several years, leaving 248 miles unfinished at the commencement of the year.

The result of the year's operations has therefore been the completion of the grading and bridging of 200 miles of the road, and the laying of the track on 108 miles of this distance, with the necessary sidings and station houses, leaving of track yet to put down 140 miles, of which 100 miles are now ready for the superstructure.

In pushing the work with the activity that has characterized the season's operations, the Board confidently relied upon being able to dispose of their Canal bonds, at a price not greatly below par, and after these should be exhausted, in being able also to realize from the $3,500,000 of their own bonds, secured by the same mortgage of the whole road as secures the State in a like amount for the purchase money of the Canals, such a sum as would more than complete the whole line.

In this reasonable expectation we have been, to a considerable extent, disappointed. With our utmost efforts we have not been able to dispose of all the Canal bonds, at prices that we have thought ourselves justified in taking. At the close of the fiscal year, on the 1st of January last, all of the Delaware Division Canal bonds had been sold, leaving on hand a large proportion of the others, as will be seen by the statement herein of the assets in the hands of the Treasurer. Since that time all the remaining West Branch Canal bonds have been sold, thus reducing very materially the amount of the floating debt of the company, as it appears in the Treasurer's accounts.

For the $3,500,000 of our own bonds we have been entirely unable to obtain any satisfactory bid, or even to make them the basis of a temporary loan for a sum sufficient to complete the road. Under these circumstances, it is plain that the company must, in common prudence, suspend the work now in progress, and thus disappoint all the hopes of the community for a speedy consummation of this most important enterprise, unless some plan can be devised for converting into available means those securities which are held in more than ample sufficiency for this purpose. Such a result will be greatly to be deplored, as involving the country in serious loss, and in depriving, for an indefinite period, the business interest of the city of Philadelphia, and of a very large portion of the State, of those facilities of intercourse and advantages of trade, from which they have expected so much.

The Board feel, however, that they have not been wanting in their utmost exertions to avert such an unfortunate result. That they were not mistaken in their estimates of the whole cost of the line, when invoking the aid of the State in the passage of the bill of 1858, is proved by the result of the work already accomplished, and the known cost of what remains to be done. The cost has indeed been very greatly reduced below any estimates then made, and the sole difficulty in the way of the speedy opening of the whole line lies in the failure as yet to realize, as was expected, from the securities in hand. If this difficulty can in any manner be removed within the next few weeks, the road will yet be opened for use, throughout its entire length, within the present year.

The Treasurer's accounts show the receipts and expenditures of the company up to the 1st of January, the present year, as follows, viz:

RECEIPTS.

Amount of capital stock paid in	$4,506,920 13
Seven per cent. bonds issued,	594,000 00
Temporary loan	861,271 35
Income from the road	270,984 31
Old assets of the Company	1,738 78
Proceeds of sale of Del. Riv. Canal.	1,775,000 00
Proceeds of sale of N. Branch and Wyoming Canals	1,600,000 00
Proceeds of sale of West Br. Canal.	500,000 00
Interest on bonds	199,787 57
Income from canals	60,167 66
	$10,169,869 80

EXPENDITURES.

For road construction and superstructure	$5,738,024 60
For buildings, land and right of way.	375,240 93
For engineering	280,446 97
For maintenance of way	76,016 49
For equipment	107,252 63
For discount on municipal and other bonds	523,134 11
For interest on stock bonds	656,734 69
Do. on temporary loans	241,402 86
For incidental expenses, salaries, &c.	238,359 98
For piers at the harbor of Erie.	91,403 62
Paid to State Treasurer 75 per cent. of nominal surplus received from canals	281,250 00
Balance	1,560,602 92
	$10,169,869 80

This balance consists of the following items, viz:

Cash	$14,730 78
Bills receivable and amounts due by companies	93,472 35
Bonds of the Wyoming Canal Co	574,000 00
Do. North Branch Co.	346,000 00
Do. West Branch Co.	337,000 00
Do. City of Erie.	7,000 00
Do. Quakake R. R. Co	15,000 00
Stock in Telegraph Company	2,000 00
In hands of agents and balances of the unsettled accounts.	82,686 60
Coal received for tolls	19,411 78
Interest due on bonds	69,301 41
	$1,560,602 92

The company have, therefore, applicable to the payment of their temporary loans, and to the completion and equipment of the road,

The above balance of	$1,560,602 92
The balance unissued of their 7 per cent. bonds	406,000 00
One-half the 5 per cent. mortgage bonds secured upon the whole road	3,500,000 00
Instalments on stock, about.	470,000 00
Total	$5,936,602 92

That these items, if they can be converted into available means, at anything approaching their real value, will be amply sufficient to complete the unfinished line of road, and leave a handsome surplus for its equipment, it is now in the power of the Board to show with absolute certainty. The grading is so nearly finished that there can be no difficulty in arriving at its absolute cost with almost entire correctness, and the cost of superstructure is nearly a fixed sum per mile.

The balance unpaid for the completion of the grading and bridging of the middle division, (part of which is payable in stock,) is. $775,000
The balance, for grading and bridging on the Western division, for work done and to be done, is estimated at. 370,000
Superstructure on 440 miles of road, and ten miles of sidings, at $7,000 per mile. 1,050,000
Engineering, station houses and contingencies 200,000
$2,395,000

The Board are fully satisfied that this amount will cover the expense of all the work yet to be done to complete the entire line of road ready for business.

There was expended upon the line during the last year, about two millions and a half of dollars, a sum, as will be seen, more than sufficient, if provided for the present season, to carry the whole work to a final and successful completion. It is most earnestly to be hoped that a last effort of all the friends of this important enterprise will, before the next annual report shall be presented to you, put this metropolis in railroad connection, wholly over the Pennsylvania soil, with the great lakes which have so long poured their boundless treasures over other improvements in other States, to enrich other cities by a trade that should be ours, but of which we have as yet been almost wholly deprived.

Presented by order of the Board.

WM. G. MOORHEAD, *President.*

Railroad Earnings.

The December earnings of the Central Ohio Railroad were as follows:

From passengers	$15,852 43
" freight	22,559 79
" express	3,116 18
" mails	2,378 70
Total	$43,907 10
And the expenses were	43,113 05
	$794 05

The total earnings of this road for November were $49,569 24; showing a decrease, compared with December, of $5,662 14. The expenses for December were $3,661 96 less than in November.

The January traffic return of the Baltimore and Ohio Railroad is as follows:

MAIN STEM.

From Passengers	$30,767 75	
" Tonnage	183,889 31	
" Mails	8,073 33	
" Express	8,420 14	
		$231,150 53

WASHINGTON BRANCH.

From Passengers	$25,436 31	
" Tonnage	8,093 43	
" Mails	1,000 00	
" Express	1,307 50	
		35,887 24

N. W. VIRGINIA BRANCH.

From Passengers	$1,500 15	
" Tonnage	12,716 05	
" Mails	866 67	
		15,082 87
Total earnings		$282,070 64

The following is a comparison of the revenue of the road for the months of January, 1859 and 1860:

	1859.	1860.
Main stem	$254,431 07	$231,150 53
Washington branch	36,939 48	35,887 24
N. W. Virginia branch	22,830 54	15,082 87
Totals	$314,201 09	$282,070 64
Net decrease January, 1860		$32,130 45

The earnings of the Chicago, Burlington and Quincy Railroad for January were as follows:

	Chicago & Burlington. 210 miles.	Galesburg & Quincy. 100 miles.
Freight	$60,143 96	$11,821 05
Passengers	22,255 96	7,738 58
Mails and miscellaneous,	1,993 33	848 43
Total	$84,393 74	$20,407 96
Total earnings, January, 1860	$104,801 9	
Total earnings, " 1859	83,041 01	
Increase	$21,760 69	

The earnings of the Indianapolis and Cincinnati Railroad for the months of January, 1859 and 1860, show a very handsome gain this year over the same month last year. The earnings compare as follows:

January, 1860	$40,750
Do. 1859	30,384
Increase	$10,366

The following is the January statement of the Illinois Central Railroad Company:

Land Department.

Acres sold in Jan'y 1859	2,390.59 for	$39,386 81
Acres sold prev'sly	1,237,260.55 "	15,735,837 02
Total	1,239,651.14 for	15,775,223 83
Construction Bonds canceled in Jan., 1860	$31,000	
Free Land Bonds canceled	4,000	
Bonds canceled previously,	1,500,500	
Total Bonds canceled up to Jan. 31.		$1,535,500 00
Cash receipts in Jan., 1860		$50,054 22
Total cash and bonds received to Jan. 31, 1859		$3,357,482 22

Traffic Department.

Total receipts in January, 1860		$187,416 66
Do. do. 1859		132,024 80
Increase		$55,391 86

The following are the earnings in detail of the Michigan Southern Railroad, for January this year and last:

	1859.	1860.
Passengers	$43,587 83	$39,822 07
Freight	50,791 91	78,874 55
Mails	4,583 41	4,482 80
Express & miscellaneous,	5,381 58	7,180 05
	$104,344 72	$130,359 56

—making an increase of $26,014 84.

The receipts of the New York and Harlem Company, for January, were as follows:

January, 1859	$90,858 97
Do. 1860	97,016 07
Net increase	$6,157 10

The earnings for January of the Michigan Central Railroad were:

January, 1860	$110,712 29
January, 1859	101,386 50
Increase	$9,325 79

The December earnings of the Panama road were:

December, 1859	$178,250
Do. 1858	135,250
Increase	$43,000

The earnings of the New Jersey Central Railroad Company were:

January, 1860	$75,332 02
Do. 1859	61,145 27
Increase	$14,186 75

Annexed are the earnings of the Milwaukee and Mississippi Railroad in January:

	1860.	1859.
Freight	$23,477 40	$24,296 60
Passengers	9,429 41	12,929 67
Mails, etc.	4,335 42	2,554 15
	$37,212 23	$39,780 42
Decrease		$2,568 19

The traffic of the Great Western Railway of Canada for the week ending Feb. 3, 1860, was as follows:

Passengers	$12,194 68
Freight and live stock	14,638 49
Mails and sundries	1,434 35
Total	$28,267 52
Corresponding week last year	33,304 03
Decrease	$5,036 51

The earnings of the Erie Railroad for the month of January, 1860, were | $351,453 12
Earnings January, 1859 | 309,250 09
Increase | $42,203 03

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 4, were | $53,529 08
Week ending Feb. 5, 1859 | 87,172 44
Increase | $16,356 64
Total traffic from July 1st, 1859 | $1,631,959 21
Same period last year | 1,355,886 31
Increase | $276,072 90

The following statement shows the business of the Philadelphia and Reading Railroad Company, for the month of January, 1860, compared with the corresponding month of last year:—

	1860.	1859.
Received from coal	$96,168 50	$86,033 58
Do. merchandise.	41,502 01	36,298 82
Do. travel, etc.	25,880 34	24,389 61
	$163,550 85	$146,722 01
Transportation, roadway, dumpage, renewal Fund, and all charges	109,375 80	105,978 67
Net profit for the m'th.	$54,175 05	$40,743 34
Do. for previous month	108,315 53	116,569 67
Total net profit for 2 months	$162,490 58	$157,313 01

Comparative statement of earnings and expenses, for the month of January, 1859 and 1860, of the Buffalo and State Line Railroad:

EARNINGS.

	1859.	1860.
Passengers	$22,761 53	$21,767 91
Freight	45,508 81	44,532 79
Other sources	1,223 00	1,363 51
Totals	$69,493 34	67,664 21
Decrease		$1,829 13

EXPENSES.

Maintaining road	$12,471 61	$13,428 63
Repairs of machinery	4,686 48	8,211 45
Operating	19,849 55	14,048 68
Toials	$37,007 64	$35,688 76
Decrease		$1,318 88

The receipts of the Grand Trunk Railway of Canada, for the week ending February 11, 1860, were | $50,733 72
Corresponding week, 1859 | 35,838 50
Increase | $14,895 22
Total traffic from July 1, 1859 | $1,682,692 94
Do. for same period last y.. | 1,891,724 81

Waterbury Brass Agency,

ALEX. ANDERSON, Agent,
52 BEEKMAN STREET, NEW YORK,
FOR THE SALE OF
SHEET BRASS,
COPPER AND BRASS WIRE,
BRASS AND COPPER TUBING,
COPPER RIVETS AND BURS, ETC.
Manufactured at WATERBURY, Conn.

FOR RENT,
AT
Rochester, Beaver Co., Penn.

THE SPACIOUS ESTABLISHMENT heretofore occupied by Messrs. KIRK & RHODES, for the building of **RAILROAD CARS.**

This Establishment is now offered *on lease*, for MANUFACTURING PURPOSES. It is admirably adapted to the construction of RAILROAD OR CITY CARS, STEAM ENGINES, AGRICULTURAL IMPLEMENTS, carriages, omnibuses, cabinet ware, bedsteads, chairs, buckets, barrels, kegs, etc.—or for *Planing machines*, the manufacture of doors, window sash, window blinds, etc., or for the manufacture of *stoves*, and all other *foundry products*; and particularly for *malleable Iron*, in all its forms.

This location cannot be surpassed, as will be perceived by reference to the MAPS of Ohio, Pennsylvania, and the Railroads of the West—having the *facilities* of the OHIO River, with the descending navigation of the Monongahela and Yohiogany from the South, the Alleghany and the Beaver from the North—the terminus of three canals, viz. from Erie, from Cleveland, and from Portsmouth—also 24 *Regular Trains, daily, of Railroad Cars*, connecting with *all the Roads of the West*.

The buildings and appurtenances here offered, occupy a block, 238 feet by 230, or 54,740 superficial feet, facing the OHIO River on one side, and the *Railroad Stations* and *Tracks*, on two other sides. The steamboat landing, canal boat landing, railroad station, ticket offices, telegraph offices, etc., all within 100 yards of the premises.

The principal building, main wing, smith shops, engine house, kiln-dry, foundry, etc., are all *built of stone*. The principal building is three stories high, front 238 feet, main wing 203 feet, paint shop 175 feet, two foundries 50 by 80 feet, (and two cupolas), smith shops, engine house, etc., all in the hollow square.

A 60 horse Steam Engine communicates *power* to various parts of the establishment, and eight-inch cast iron pipes conduct *spare steam to warm the whole*.

The premises are now ready for occupancy.

ROCHESTER, or "BEAVER CITY," is now the *nucleus* and *centre* of extensive manufacturing, mining and commercial operations, and will soon become *a city* of note,—showing a large and dense population. It is now the natural, and acknowledged *Railroad centre*, steamboat landing, and canal boat terminus, *for ten neighboring villages*, like ten wards of a city—all in sight, within three miles of a common *centre*, and having a population of fifteen to twenty thousand—more than twenty churches, fifty stores, schools, mills, and manufacturing establishments. For particulars, address

M. T. C. GOULD,
Rochester, Beaver Co., Pa.

Notice to Contractors.

ENGINEER'S OFFICE SELMA & GULF R. R. Co.,
Selma, Ala., January 30, 1860.

SEALED PROPOSALS FOR THE CLEARING, GRADUATION, MASONRY and BRIDGING of the First Division of the Selma and Gulf Railroad, will be received at this Office until the 6TH DAY OF MARCH next.

The portion of road now offered to contract extends from Selma southward to the north line of Monroe County, a distance of about 40 miles, embracing a variety of work, and passing through a healthy country, which is always accessible from several points on the Alabama River in from six to twenty-five miles. All the work in this Division is offered to contractors, except the large Bridge in Section 1, at Selma, and the graduation of a few light sections, let to planters on the line of the road.

Profiles, Plans and Specifications of the work may be seen at the Engineer's Office, after the 10th of February.

For further information, apply to the undersigned, at his office, or on the line of the road.

By order of the Board of Directors.
GAVIN B. YUILLE,
Chief Engineer S. & G. R. R.

HANNIBAL & ST. JOSEPH R. R.
BONDS.

SEALED proposals will be received until Saturday, the 25th instant, at noon, for the sale to the Trustees of the Sinking Fund, of $22,500 worth of the Mortgage Convertible Bonds of the Hannibal and St. Joseph Railroad Company, dated July 1, 1858, and payable 25 years after date. Proposals may be addressed to H. H. HUNNEWELL, Boston, and indorsed "Proposals to Trustees."

H. H. HUNNEWELL,
SIDNEY BARTLETT,
H. P. KIDDER,
} Trustees.

BOSTON, Feb. 2, 1860. 316

New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1¼ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by

WILLIAMS & PAGE,
3m52 44 Water st., Boston.

Railroad Spike Comp'y,

SUCCESSORS TO PORTER, ROLFE & SWETT,

MANUFACTURERS OF

Railroad Spikes and Chairs

AND BOAT SPIKES.

PITTSBURG, PA.



THE Spikes are made on Swett's Machines, being largestunder the head, where the greatest strength is required, will stand drawing and redriving, bending double cold, and for regularity of shape and finish are unequalled.

The **Patent Wrought Iron Solid (continuous) Lip Chairs,** weighing from 7 to 16 lbs., are rolled exactly to fit any width and thickness of Rail; this new pattern, for strength, durability, convenience of adjusting to rail, combining all the advantages of other patterns and sold at a low rate, commends it to general use.

Having enlarged our Works with a New Rolling Mill, making Iron exclusively for Spikes and Chairs of Lake Superior and Refined Charcoal Metals, our facilities for promptly supplying A GOOD ARTICLE are unsurpassed.

JOSEPH DILWORTH, President.
D. W. C. BIDWELL, Secretary.

STEAM PUMPS,

WORTHINGTON'S PATENT,

SPECIALLY adapted for supplying railroad stations, and as stationary or portable fire engines for protecting Depots, Car Houses and Machine Shops. **A Pump of entirely new principle,** recently patented, is offered to Railroad Engineers as the only independent feed pump suitable for Locomotives. Also, simple, accurate and reliable **Water Meters,** for measuring water supplied to boilers and tanks, also for measuring oil.

Percussion Water Gauges, superior to glass gauges or gauge cocks, and infallible in giving the correct level of water.

H. R. WORTHINGTON,
28 Broadway, N. Y.

West Point Foundry.

R. P. PARROT, Lessee.

Manufacturer of Marine and Stationary

ENGINES,

SUGAR MILLS, SAW MILLS,

IRON BRIDGES, CANNON,

Water Pipes, Boilers, Iron Buildings,

CASTINGS AND FORGINGS OF ALL KINDS.

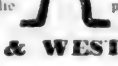
WM. KEMBLE, CHAS. J. NOURSE, } **Agents, 26 Broadway.**

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
13 Cliff st., N. Y.

RAILROAD IRON.

90 TONS English of the  IRON. pattern for sale by

GRUND & WESTERVELT,
January, 1860, **118 Pearl st.**

RAILROAD IRON.

WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

PHILADELPHIA OFFICE, { NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.

THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

THE FARNLEY IRON CO.,

Near LEEDS, Yorkshire,

MANUFACTURERS OF

LOCOMOTIVE TIRES,

TIRE BARS,

BOILER PLATES, ETC.



The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.



The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING,** being from the same bed of mineral.

For sale, **at manufacturer's prices,** by

M. K. JESUP & COMP'Y,
44 Exchange Place, New York,
SOLE AGENTS for the UNITED STATES and CANADAS.



STEELE & CO.,

PATENT FEATHER BRUSH

MANUFACTURERS,

Have removed from 305 Pearl and 53 Nassau Sts. to the brown stone building

No. 3 Park Row (opp. Astor House) New York.

EXTRA CAR DUSTERS made very Strong and full of selected ostrich feathers. PATENT CAR AND WINDOW WASHERS, combining the utility of the sponge and bristle brush, but much more durable and economical.

Possessing all the advantages that extensive manufacturing facilities and an experience of a quarter of a century can confer, we are enabled to offer a superior article of Dusters at as low a scale of prices as such goods can possibly be produced. We manufacture over 2000 varieties of Feather Brushes adapted to the use of stores, dwellings, hotels, steamboats, stables, railroads, etc., comprising Furniture Dusters, Carriage Dusters, Cornice Dusters, Piano Dusters, Picture Dusters, Window Washers, Wall and Floor Brushes, Peacock and Ostrich Fly Brushes, Parlor and Library Dusters and various other styles, all of the high degree of excellence, durability and perfection of finish that has characterized **Steele's Patent Ostrich Feather Dusters** for the past 25 years.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections. T's L's Stops Valves Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,

PASCAL IRON WORKS.

Established 1821.

WAREHOUSE—209 SOUTH THIRD STREET,

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR. CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
17 William Street, N. Y.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,

TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

MORRIS, WHEELER & CO.,

SUCCESSORS TO

MORRIS & JONES & CO.,

IRON MERCHANTS,

MARKET AND SIXTEENTH STREETS,

PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,

RAILS OF SUPERIOR QUALITY,

and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.
NEW YORK, Aug. 1, 1859.

ROUND OAK IRON WORKS,

STAFFORDSHIRE.

LORD WARD, Proprietor.

MANUFACTURE **RAILS, BOILER PLATES, SHEETS, HOOPS** and **BARS** of every variety.

Address **RICHARD SMITH, Esq., Dudley.**

UNITED STATES OFFICES.

NEW YORK, No. 17 Nassau St.
BALTIMORE, over Farmers' & Mer. Bank.
NORRIS & BROTHER, Agents.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **40 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President, **Scranton, Pa.**
or **DAVID S. DODGE,** Treasurer, **40 Exchange Place, NEW YORK.**

RAILROAD IRON
AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.

500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
BOSTON, June, 1851. **29 Central Wharf.**

A. N. GRAY, Cleveland, O.,
RECEIVER AND FORWARDER OF
RAILROAD IRON, CHAIRS & SPIKES.
Also Cars, Locomotives,
AND ALL KINDS OF
MACHINERY FOR RAILROAD PURPOSES.
Office, next door to the Custom House, Main street.

CEMENT, PLASTER, ETC.
THE HUDSON RIVER CEMENT CO.

HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh **Rosendale Cement, Calcined Plaster, Farmers' Plaster** and **Marble Dust.** Address

HUDSON RIVER CEMENT COMPANY,
12 **Jersey City, N. J.**

THE Cheapest and most DURABLE ROOFING IN USE. Sent to any part of the country with *directions for application.*

GUTTA PERCHA CEMENT ROOFING.

SPECIMENS and *references* can be seen, and any desired information obtained on application, by *letter* or in *person,* at our OFFICE, 510 BROADWAY, N. Y. (Opposite the St. Nicholas Hotel).
JOHNS & CROSLEY.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER,** 104 Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

Rosendale Hydraulic Cement.

THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure** and **free from quick lime,** and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT,** branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels,** and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing,

JOHN H. STEPHENS, President, Newark, N. J., or
HENRY WILDE, Secretary, 90 Wall st., N. Y.

THE LAWRENCEVILLE MANUF'G CEMENT COMPANY,
OFFICE 96 WALL ST,
NEW YORK.

THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine,** and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings.

For sale upon favorable terms by addressing.

WM. N. BEACH, President.
CHAS. E. LAWRENCE, Sec'y.

HOFFMAN'S
ROSENDALE CEMENT,
OFFICE, 93 WALL ST., NEW YORK.

THE LAWRENCE CEMENT COMPANY are prepared to receive and execute orders for their Cement, to any extent that may be required. They would particularly call the attention of purchasers to the distinguishing brand of their manufacture, viz.: **HOFFMAN'S ROSENDALE CEMENT.** This seems to be necessary, as they have established a reputation for the superior quality of their Cement, and there are various other brands offered, as "Rosendale" Cement. It has the unqualified approbation of the most eminent Architects and Engineers, being used in almost every department of the Works under Government. It is put up in the most careful manner, each barrel being well lined with paper, and will be delivered on ship board, in this city, on the most favorable terms. Particular attention given to shipping orders, and Freight obtained on the best terms.

M. W. WOODWARD, Secretary.

FINANCIAL.

BANKING and COMMISSION AGENCY.
A. G. JAUDON,
No. 54 Wall street, NEW YORK.

AGENCIES of a financial nature connected with Railroads Manufacturing and Commercial Business, and Banking operations generally, receive special attention.

STOCKS, BONDS, NOTES AND PILLS OF EXCHANGE **BOUGHT and SOLD on orders.**

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NEGOTIATORS AND BANKERS,
No. 49 PINE STREET, NEW YORK.

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STOCK AND NOTE BROKERS,
No. 57 WEST THIRD ST.,
CINCINNATI, OHIO.

THOMAS GEORGE WALKER. DAVID TWEEDIE.
WALKER & TWEEDIE,
42 PINE STREET,
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Business Paper and Bills of Exchange negotiated.
BONDS, STOCKS and other Securities bought and sold.

H MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
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(FIRST BUILDING BELOW WALL STREET.)

STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.
NEW YORK, May 11, 1858.

SIMEON DRAPER, Auctioneer.

By SIMEON DRAPER,
OFFICE, **No. 36 PINE ST., NEW YORK.**
REGULAR AUCTION SALES
AT 36 PINE ST., **EVERY DAY.**
STOCKS and BONDS bought and sold at private sale.
Sale every day at 1 o'clock. See Catalogue.

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STOCK AUCTIONEER AND BROKER,
No. 37 William st., NEW YORK.

AUCTION SALES of STOCKS and BONDS every TUESDAY, at 12½ o'clock, at the Merchants' Exchange.

RAILROAD BANK, INSURANCE and other SECURITIES bought and sold at the BROKERS' BOARD, at PRIVATE SALE, or at AUCTION. All dividends payable in New York collected, and prompt remittances made.

NONE BUT BONA FIDE QUOTATIONS FURNISHED THE PRESS. THE MARKET VALUE OF SECURITIES WILL NOT BE SUPPRESSED OR ALTERED, AND DECEPTIVE OR IRRESPONSIBLE CATALOGUES WILL NEVER BE ISSUED.

A statement showing the capital, dividend months, and last semi-annual dividend of the Banks and Insurance Companies of the city of New York, will be forwarded by mail upon application.

REFERENCES.—Messrs. Wm. and Jno. O'Brien, Thos. Denny & Co., Horace Greeley & Co., Cragin & Co., Todd & Co., J. & C. Berrian, Geo. F. Nesbitt & Co., Eugene Plunkett, Esq., (President Excelsior Ins. Co.), John C. Storm, Esq., (President Lenox Ins. Co.), L. G. Irving, Esq., (Secretary Niagara Ins. Co.), Marcus Spring, Esq., Oliver H. Lee, Esq., John H. Griscom, M. D., Rev. Edwin F. Hatfield, D. D., Rev. Theo. L. Cuyler, John Cameron, Esq., Benj. F. Manierre, Esq., New York; Otis Allen, Esq., Albany N. Y.; Messrs. Gorham & Co., Providence, R. I.

ALBERT H. NICOLAY,
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BROKER AND BANKER,
No. 53 WILLIAM STREET,
Near WALL STREET, NEW YORK.

REGULAR AUCTION SALES OF
STOCKS and BONDS,
NOTES and other SECURITIES,
EVERY MONDAY AND THURSDAY,
[Which have been the regular established days of sale for many years.]
Or **EVERY DAY** (whenever required)
AT 12½ O'CLOCK P. M.
At the STOCK SALES ROOM, No. 52 WILLIAM ST.,
Or at the MERCHANTS' EXCHANGE as desired.

☞ STOCKS AND BONDS BOUGHT AND SOLD AT Private Sale and at the Brokers' Board on Commission. Interests allowed on Deposits and **Dividends collected.**

☞ SALES also made of
REAL ESTATE
AT PUBLIC OR PRIVATE SALE WHEN DESIRED.

☞ A large variety of **CITY, BANK AND INSURANCE STOCK constantly on hand at PRIVATE SALE.** 3 m42

A. H. DYETT,
STOCK AND BOND BROKER,
No. 43 EXCHANGE PLACE,
NEW YORK.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

W. P. STEELE & CO.,
BANKERS,
23 WILLIAM STREET, NEW YORK.

STOCKS and BONDS Bought and Sold on Commission.
Mercantile Paper and Loans negotiated.
Advances made on all approved Securities.
COLLECTIONS MADE throughout the United States and Canadas.

G. C. LOBDELL. H. S. McCOMBS. D. P. BUSH.

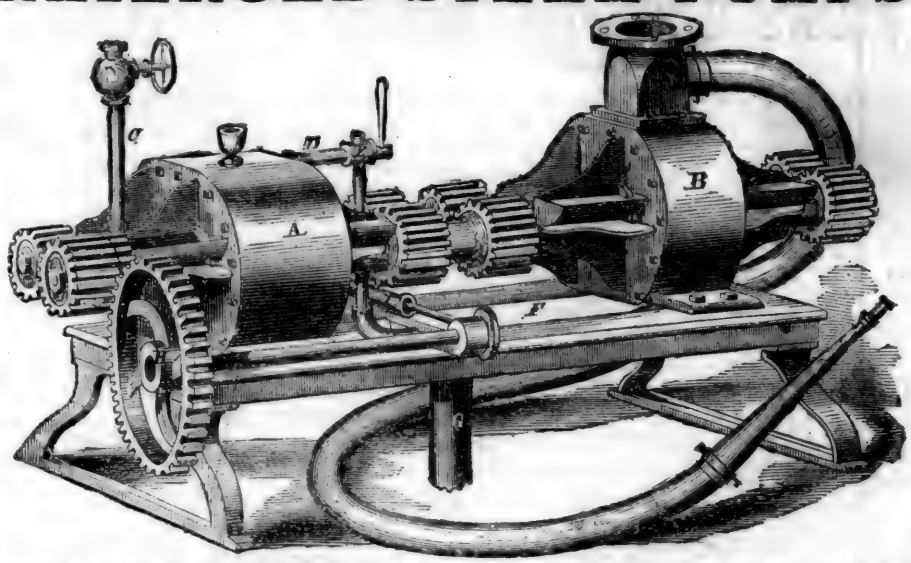
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
AND
TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires,
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

WM. W. GODDARD,
No. 253 Pearl st., NEW YORK,
MANUFACTURERS OF ALL KINDS
Braziers & Sheet Copper,
YELLOW SHEATHING METAL, BOLTS AND NAILS,
COPPER BOTTOMS,
Locomotive Strips, Tubing Bolts and Bars,
COPPER AND BRASS RIVETS AND BURRS,
Large Flats and extra-sized Sheets, rolled to order at short notice,
TINNED COPPER OF ALL DIMENSIONS,
INGOT AND PIG COPPER.

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S. W. HOPKINS,
METAL BROKER,
72 BEAVER ST., NEW YORK.
INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.
REFERENCES.
Hon. DANIEL F. TIEMANN, Mayor, New York.
WM. A. COBB, Esq., Pres't Fulton Fire Insurance Co., N. York.
Messrs. T. B. CODDINGTON & Co., New York.
" P. & J. P. HAWES & Co., Boston.
" FARRAR, FOLLETT & Co., "
" E. J. ETTING & BROTHER, Philadelphia.
" NATHAN TROTTER & Co., "
" E. L. PARKER & Co., Baltimore.
" E. PRATT & BROTHER, "
" THOMPSON & OUDESLUYS, "

RAILROAD STEAM PUMPS.



HOLLY'S PATENT ROTARY PUMP and ENGINE, the most simple, durable and reliable PUMPING APPARATUS, yet introduced. Adapted for Steam Fire Engines, Railroad Stations and Factories, and arranged to be driven by Steam, by Power or by Hand.
C. W. COPELAND, 122 Broadway, New York.

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Sylvester W. Barnes,
Chief Engineer Watertown and Madison R.R., Madison, Wis

Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
122 Broadway, New York.

Davidson, M. O.,
Chief Engineer Havana Railroad Company.
HAVANA, CUBA.

C. Floyd-Jones,
Engineer Alton and St. Louis Railroad,
Residence, *Vandalia, Ill.*

Robert B. Gorsuch,
City of Mexico,
MEXICO.

W. H. Graham,
Chief Engineer, Peoria and Hannibal Railroad,
LEWISTOWN, ILL.

James H. Grant,
Civil Engineer, Christiana, Rutherford Co, Tenn.

Theodore D. Judah,
Chief Engineer, and Commissioner of
San Francisco and Sacramento Railroad, and of
San Francisco and Sacramento Northern Extension Railroad
SAN FRANCISCO, Cal.

S. W. Hill,
Mining Eng'r and Surveyor, Eagle River, Lake Superior.

Ellwood Morris,
Civil Engineer, Franklin Institute, Philadelphia.

Mills, John B., Civil Engineer,
Lake Ontario and Hudson R. R. R., 20 Exchange Place, N. Y

Osborne, Richard B.,
Civil Engineer, Office 73 South 4th st., Philadelphia.

W. Milnor Roberts,
Civil Engineer, Carlisle, Pa.

J. S. Sewall,
CIVIL ENGINEER,
ST. PAUL MINNESOTA.

Silas Seymour,
Consulting Engineer, Real Estate and General Agent,
No. 31 Pine st, NEW YORK.

Shanly, Walter,
Grand Trunk Railway, Toronto, Canada.

Charles L. Schlatter,
Chief Engineer Brunswick and Florida Railroad,
Brunswick, Georgia.

Charles B. Stuart,
Consulting Engineer, 19 Nassau str., New York.

Trautwine, John C.,
Civil Engineer and Architect, Philadelphia.

A. B. Warford,
Chief Engineer, Susquehanna Railroad, Harrisburg, Pa.

STATIONERY.

PORTER FITCH,
BLANK BOOK MANUFACTURER,
STATIONER, PRINTER AND LITHOGRAPHER,
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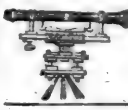
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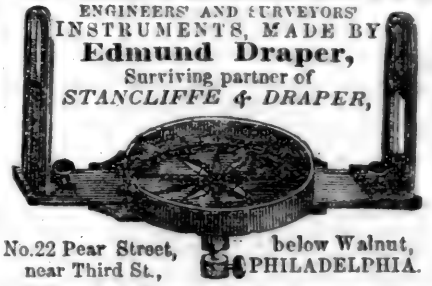
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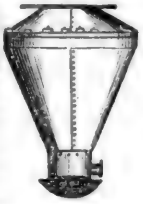
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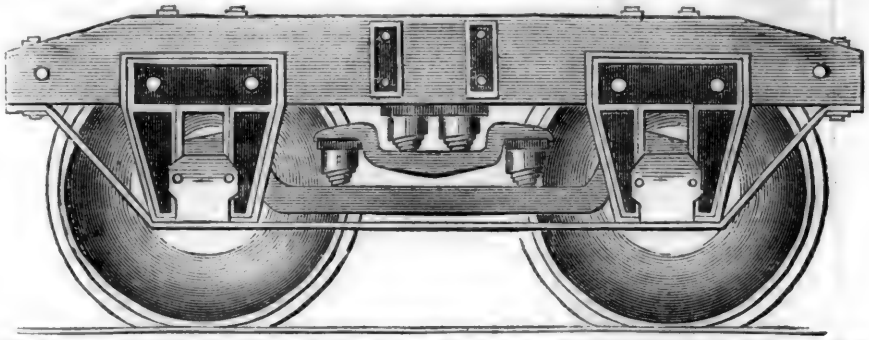
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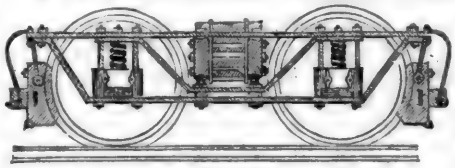
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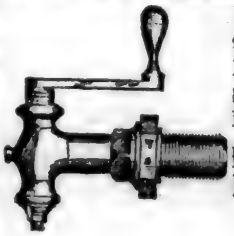
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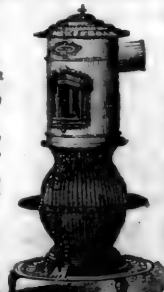
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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Cairo and Fulton Railroad 177
Milwaukee and Mississippi Railroad. 179
Proof Required as to Defendant's Being the Sole Probable Cause of the Injury 180
Sault Ste. Marie Canal 181
North Pennsylvania Railroad 188
Memphis, El Paso and Pacific Railroad 188
Avon, Geneseo and Mt. Morris Railroad. 188
The Cumberland Bridge 190
Southwest Branch 190
Marietta and Cincinnati Railroad 190
Finances of Ohio 190
Michigan Southern and Northern Indiana R. R. 190
Illinois Southern Railroad 190
Debt of Virginia 191
New Haven, New London and Stonington R. R. 191

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 3, 1860.

Cairo and Fulton Railroad of Missouri.

This company have recently issued a report, bearing date January 1, 1860, giving a detailed statement of its organization, history, land interests, financial policy and condition.

By act of Congress, approved Feb. 9, 1853, the right of way through the public lands was granted to the States of Arkansas and Missouri, for the construction of a railroad from a point on the Mississippi river, opposite the mouth of the Ohio, in the State of Missouri, via Little Rock, to the Texas boundary line, near Fulton, in Arkansas, with branches from Little Rock to the Mississippi river and Fort Smith; with the right to take necessary materials, earth, stone, timber, etc., for its construction. The right of way not to exceed 100 feet on each side of the road. And for the purpose of aiding in making the road and branches within the repective limits, there was granted to each State every alternate section of land, for six sections in width on each side of said road and branches, to be disposed of only as the work progressed, and to be applied to no other purpose. The usual provisions and reservations are embodied in the act. In the disposal of the land, only 120 sections, and included within a continuous ength of 20 miles of the road, could be sold until the completion of the said 20 miles. For the second 20 miles a similar amount, and so on, until the completion of the whole road; but if not completed within ten years, no further sales to be made, and the land unsold to revert to the United States.

This act provided a basis for the construction of a line of railroad from the Southern terminus of the Illinois Central, at the mouth of the Ohio, to the boundary of Texas.

On the 24th of Feb., 1853, a General Railroad Law was passed by the Legislature of Missouri, providing for the formation and management of railroad companies, by articles of association, to be filed in the office of the Secretary of State. Under this law, individual stockholders are made liable for the debts of the company, to the amount of their unpaid subscriptions; and the company to a certain extent for labor, on failure of its contractors to pay. The manner of electing directors, their powers and duties, and other provisions of law concerning the administration of the affairs of such corporations, are embodied in this law.

The Cairo and Fulton Railroad Company was organized under this law, and the articles of association were filed in the office of the Secretary of State of Missouri on the 12th of January, 1854. The same to continue 500 years. The amount of capital stock of said company, including the cost of constructing the road, the right of way, motive power and other appurtenances for the completion and running of said road, to be 60,000 shares, at $25 each share—making $1,500,000. There were to be thirteen directors to manage the affairs of said company. The road to commence at a point on the Mississippi river, in the State of Missouri, opposite the mouth of the Ohio, taking its course through the counties of Mississippi, Scott, Stoddard and Butler, as near as could be ascertained, to the most eligible point on or near the State line of Arkansas; then to connect with the line of the Cairo and Fulton Railroad Company, incorporated by the Legislature of Arkansas, on the 12th of January, 1853—the length of the contemplated road being 80 miles, or thereabouts.

In anticipation of the transfer of the donated lands to the company, and in order to make the grant available, the company thus organized proceeded to a survey of the contemplated line of their road, of which a report was made to the directors in 1855, and by them approved. The formal transfer of the lands to the company was made by act of the General Assembly, approved Feb. 20, 1855, in which it was declared that the company was fully incorporated, and entitled to all the benefits, and subject to all the liabilities imposed by the General Law. The company to be styled the "Cairo and Fulton Railroad Company of Missouri." By this act, all the lands donated by Congress to the State of Missouri for the construction of a road between the termini above mentioned, were vested in this company, subject to the conditions contained in the act of Congress, granting them to the State. The company was also authorized to issue their bonds in such sums as they deemed proper, at rates of interest not exceeding 7 per cent. per annum, payable semi-annually, the principal payable at such time and place as they might designate; said bonds to be secured by mortgage of said lands, with authority to make the bonds convertible into land or stock of the company within such periods as they might prescribe. The faith of the State is in no manner pledged for the redemption of the bonds or any part thereof. In case any of the lands shall remain unsold at the expiration of ten years after the completion of the road, the same shall be offered at public sale annually until the whole is disposed of, except such as may be required for the uses of the company in sustaining and operating the road. The road to be exempt from taxation until completed and in operation, and a dividend declared, when the road-bed, buildings, equipment, etc., at their actual cash value shall be subject to taxation, at the rate assessed on other real and personal property of like value. Provision is also made for ascertaining the value of the company's property, and a penalty imposed for the non-payment of the assessment. Should the company fail to declare a dividend for a period of two years after its completion, it is to be no longer exempt from the payment of said tax, or from the forfeiture and penalties imposed,

According to the survey made, the length of line, to which this grant is applicable, is about 77 miles. A full compliance with the terms of the grant, would have brought the company 295,680 acres. But, owing to the operations of the law of Sept. 28, 1850, granting to the States the swamp lands within them, and their transfer to the counties, nearly all the valuable lands of the State have been appropriated; so that only 63,058 acres have been certified under this grant. This deficiency was, however, supplied by aid of acts of the Legislature, authorizing stock subscriptions by counties, payable in lands, or the avails of them. The authorities of several of the counties most to be benefitted by the construction of the proposed road, passed orders, under a popular vote of instruction, making subscriptions to the capital stock of this company payable in full in lands at one dollar per acre. Under this arrangement,

Stoddard	County	subscribed	$150,000
Dunklin	"	"	100,000
Butler	"	"	100,006
Scott	"	"	50,000
Ripley	"	"	19,500
			$419,500

—bringing to the company that number of acres of valuable land, so situated as to be made readily marketable at high prices, by the construction of the road. The county of Stoddard also grants an additional 100,000 acres, in consideration of the construction of a branch to its county seat, Bloomfield, or the touching of that point by the main line. Patents for a greater portion of these lands have been issued direct to the company from the government, thus creating a perfect title in fee simple.

By an act of the General Assembly, approved Nov. 4, 1857, all the land selected under the act of Congress of Sept. 28, 1850, was declared "to vest in full title and belong to the counties in which they lie;" consequently, the titles to lands derived from the counties after Nov. 4, 1857, are in patents from them—not the State, as formerly.

In entering upon the work of constructing their road, the company sought appropriate means of making their landed resources available, as a round basis of credit, looking to their gradual sales for ultimate payment. To sell the lands first would have been to sacrifice them, and defeat the object. To use them as a basis of credit, and to sell them only as the progress of the work created a demand for them, and give them a higher value, was deemed the true policy. The company having full authority given them by the act of Feb. 20, 1855, to use them in this way, provided for an issue of bonds to the amount of $1,600,000. A form of the bond is given; also a copy of the deed of trust, for securing the bonds thus issued, which was duly executed and recorded in the proper counties. These bonds are dated Oct. 1, 1857, have 25 years to run, are for $1,000 each, bearing 7 per cent. interest, payable semi-annually, in New York, in April and October. They are secured, both principal and interest, by a mortgage upon 400,000 acres of public lands granted by original patent to the company, by the United States and the State of Missouri, also upon the road and its appurtenances, subject however, with respect to the road and its appurtenances, to a prior lien in favor of the State, to secure the payment of such bonds or obligations as it may from time to time issue to the company, to aid in the construction of the road—the amount of such bonds not to exceed the sum of $650,000, bearing interest at the rate of 6 per cent. per annum.

Subsequently, and in accordance with the provisions of the trust deed, for the better securing the interest on the bonds issued, by setting apart securities, and creating a special fund for that purpose, a Supplementary Trust Deed was executed, conveying to the same trustees named in the original deed, all the lands heretofore acquired, or hereafter to acquired, by the company, under any grant of the United States, the State of Missouri, or of any county, town or corporation in the State, not included in the deed of trust. The lands thus conveyed, are denominated "Interest lands." The trustees have power to dispose of them by such form of deed or contract, in such quantities, at such prices, on such time and terms of payment, at such rates of interest, for cash, or interest warrants of bonds of said railroad company, as they may determine; to issue scrip in payment of coupons, and to provide for the redemption thereof in cash or the sales of lands; to make sale of, or mortgage any of the lands, for the payment of the interest coupons, if deemed necessary to secure the payment of the same, and protect the credit of the company. All moneys accruing from the sale of these lands to be a reserved fund, to be applied: 1st, to the necessary expenses attending the execution of the trust; 2d, to the payment of on the 1,600 bonds previously issued; 3d, to the redemption of the principal of any such bonds, whenever a surplus shall remain applicable to that object. The declared object of this trust being to secure the punctual payment of the interest on the bonds, and to confer upon the trustees all necessary powers to that end.

The lands made subject to these trusts are as follows:

Received from the United States, under the act of 1853	63,058.66 acres.
Subscribed by Counties	419,500 "
Stoddard Co., for br'ch to Bloomfield	100,000 "
Total quantity	582,558.66 acres.

Of this quantity, the title of the company is perfect to 465,652.41 acres. The title to the remaining 116,906.65 acres is not yet complete, owing to a portion of them not having been patented by the United States to the State of Missouri, through pressure of business at the General Land Office; and to delays in adjustment of titles in the counties, from which under law the titles are now to proceed.

The company has recently received schedules from Washington, for about 6,000 acres of lands in Mississippi Co., known as "Unsurveyed Territory." It is expected that enough of these lands will come within the meaning of the grant to this company (with 15 miles of its line,) to bring the aggregate quantity of its lands up to 600,000 acres, all of which pass to the trustees, by operation of the two deeds, as security for the redemption of the 1,600 bonds, in 1882, and the interest as it accrues.

The lands granted by the government are within fifteen miles of the line, and are of that character which forbade their appropriation, even under the free license of the law of 1850—being emphatically, uniformly "fit for cultivation." The lands derived from the State by county subscriptions were selected with reference to their location, quality and value, more than for their proximity to the line of the road, and are among the best in Southeast Missouri.

The railroad of this company commences at Bird's Point, Mo., opposite Cairo, Ill.—that being the point of departure fixed by the act of Congress. It passes through the counties of Mississippi, New Madrid, Scott, Butler and Ripley, to the Arkansas line.

In Mississippi and New Madrid Counties, the company has 15,061.26 acres of land, derived from the government. In Scott County, the quantity received from government is 13,510.25 acres; from County subscriptions, 50,000 acres—being a total of 63,510.25 acres. This county lies north of Mississippi. The road runs about 15 miles through the southern portion of it, leaving it at the crossing of the Castor river.

The road is constructed and equipped to Ogden, or "Big Prairie," 26 miles from Bird's Point, at the crossing of the Great Road that leads from Cape Girardeau and Benton to New Madrid. As the road passes out of Scott County, it approaches very near the northwest corner of New Madrid Co. Castor river is the west boundary of Scott Co. To that boundary the grading is done. This brings the work to the 36th mile. On the west bank of the Castor, the road enters Stoddard Co. The quantity of lands derived from the government in this county is 25,616.45 acres; County subscription and grant, 245,000 acres—being a total of 270,216.45 acres. The road runs 25 miles through this county to the St. Francois river, the boundary between it and Butler. The grubbing and clearing is nearly complete to the 52d mile. The road passes about 8 miles south of Bloomfield. Dunklin Co. lies south of the line of road, between Pemiscott and St. Francois river. The lands lying in this county enuring to the company from the government, amount to 5,476.11 acres, and from the State upon the County subscription, 100,000—in all 105,475.11 acres. On the west side of the St. Francois river, the line passes through Butler Co. about 11 miles, to the Arkansas State line. In this county the company received from the government 3,534.57 acres; and by State patent on County subscription, 100,000—in all, 103,534.57 acres. Ripley County, lying beyond, contains 206.02 acres granted by Congress; and 19,500 subscribed by the county—being 19,706.02 acres.

The resources of the company relied upon for the construction and furnishing of the road are: 582,558.66 acres of land, worth, at the average selling price, $5 per acre, $2,912,793.30, pledged for the payment of the 1,600 bonds issued, and are set down at $1,600,000, or about $2.70 per acre. Individual stock subscriptions, 33,691 shares, of $25 each, $842,275. Six per cent. State of Missouri bonds granted to, and drawn by the company, $650,000, to be paid by the company at maturity, $250,000 in 20 years, and $400,000 in 30 years, and the accruing semi-annual interest.

These resources have been made available as follows: Bonds delivered on iron contracts, $162,000; sold otherwise, $158,000; cash, net proceeds of State bonds sold, $539,969.50; cash on stock subscriptions, $90,168.75.

The expenditures down to the close of 1859, were as follows:

Preliminary expenses, surveys, etc.	$104,704 43
Grubbing and clearing on 45 miles	12,628 61
Grading, 35 miles	299,032 24
Pile bridging and trestle work on 26 miles	6,782 30
Superstructure for 31 miles	325,333 41
Equipment for 26 miles, now operating, including shops and machinery	54,047 34
Buildings, wells, etc.	8,218 98
Lands, examining, listing, etc.	24,531 50
Right of way, fencing, etc.	11,889 45
Being a total amount of	$847,168 26

The discounts on bonds sold, with interest, commissions, etc., amounted to $128,810.36.

The equipment of the road consists of one first class locomotive, one switching engine for construction, two first class passenger cars, one baggage car, and twenty-four freight and construction cars. The locomotives are from the Rogers' Locomotive Works, of Paterson, N. J. The passenger cars were furnished by Harlan, Hollingsworth & Co., of Wilmington, Del.; and the burden cars by the Humphreysville Manufacturing Co., of Seymour, Ct.

The quantity of iron rails purchased, is 2,539 tons, all of which, with the expenses of transportation, is paid for. Twenty-six miles are laid and in use, with sufficient to reach the thirty-first mile, with chairs and spikes for the same purpose. The iron is of American manufacture, furnished by the Lackawanna Iron Co., at Scranton; the Cambria Works at Johnstown; and the Montour Works at Danville, Pa.

At the Arkansas boundary, this road connects with the Cairo and Fulton Railroad of that State; which, crossing White river near Jacksonport, Arkansas river at Little Rock, and Red river at Fulton, reaches the Texas line in a distance of 301 miles from the terminus of the Missouri road. The survey of the entire line has been completed, and some progress made in grading north of White river. This company also have a grant from Congress of 1,116,000 acres of land; and has ordered the issue of $5,000,000 of 7 per cent. bonds, secured by a mortgage of all its lands, franchises and property. This deed is executed and recorded, and the bonds ready for execution and use, and measures are in progress to secure means for re-commencing active operations. Success in negotiating these bonds, however, depend in a measure upon the success of the Missouri company in building their road, which is its northern outlet. The Arkansas company have a direct line, gentle grade, and no heavy work. At its southern terminus it connects with the Texas roads. To the Bay of Galveston is 318 miles; and about 117 miles from Galveston, northerly, are in operation. On the Memphis, El Paso and Pacific road, which proceeds from the terminus of the Arkansas road in a westerly direction, 50 miles are already graded. The distance to El Paso is 787 miles. The State of Texas grants to this road 10,204 acres of lands, and $6,000 in cash per mile of road. Thence to San Diego is but 800 miles, unsurveyed and unprovided for by government or State aid.

Florida Central Railroad.

The last cargo of 1,000 tons of iron to complete the Central road has arrived, and we are informed by the Superintendent, Mr. Buckman, that in six weeks' time the road will be complete to Lake City, from which point the Pensacola and Georgia Company will immediately commence laying down the iron towards Tallahassee.—*Jacksonville Republican.*

Milwaukee and Mississippi Railroad.

The annual meeting of the stockholders of this company was held at Milwaukee on the 14th inst., at which the report of the company for the fiscal year ending December 31, 1859, was presented. The report is made in accordance with the requirements of the General Laws of the State, giving in minute detail the results of the operations of the road for the past year, and the condition of the financial affairs of the company at its close.

The earnings of the road were:

From passengers		$210,973 05
" freight		512,318 25
" mails and rents		23,207 48
		$746,498 78

And the expenses were:

Repairs of road	$93,256 36	
" locomotives	36,903 86	
" cars	27,537 53	
" buildings	13,830 37	
" bridges	6,950 50	
Fuel	64,970 79	
Oil and waste	11,699 15	
Train services	21,626 91	
Station "	77,480 90	
Engineers and firemen	26,434 50	
Salaries and expenses of officers and directors	15,772 13	
Taxes	7,152 54	
Law expenses	5,868 08	
Damages to property	4,814 67	
" persons	475 00	
Mississippi river ferry	4,256 20	
Miscellaneous	18,921 50	
		438,950 99
Leaving as net earnings		$307,547 79

The interest on the funded and floating debt was as follows:

On 1st mortgage bonds	$229,480 00
" 2d " "	60,000 00
" 3d " "	11,860 00
" City bonds, secured	21,000 00
" " " unsecured	23,400 00
" Unsecured bonds of the company and floating debt	123,083 0
Total interest	$468,823 05
Sinking fund	53,500 00
Operating expenses, as above	438,950 99
Total expenses and interest	$961,274 04
Deduct earnings, as above	746,498 78
Leaving deficiency for current year of	$214,775 26

The receipts of the company from all sources during the year were | $876,653 21

And the expenditures were:

Operating expenses of previous year	$87,357 83	
Do. current year	317,276 43	
Interest on 1st mort. bonds	134,720 00	
" 2d "	50,150 00	
" 3d "	7,820 00	
" City, 7 pr. ct.	630 00	
" Floating debt	11,882 51	
Redemption of mort. bonds	70,000 00	
Bills payable and scrip	71,541 89	
Real estate	5,022 50	
Right of way, etc.	11,542 39	
Warrants outstanding, etc.	3,551 24	
Other companies for bal'ces	76,898 96	
For steamer	11,897 60	
		860,291 35
Leaving a balance in hands of—		
Agents and other compan's.	$4,081 48	
Pay-master to pay bills	5,837 47	
Treasurer	6,442 93	
		$16,361 86

Appended to the report are a number of tables, in which the business of the past year is compared with the year previous. These tables show a loss of revenue, as compared with 1858, of $136,687.24—the decrease in freight earnings being $45,581.95; and in passenger earnings, $94,832.88. The increase of earnings from rents, transportation of the mails, etc., being $3,727.59. There was an increase of revenue from freight traffic in 1858 over 1857 of $87,980.44. Of the revenue derived from freight traffic in 1859, $388,581.02 is way or local, and $98,262.67 through; the balance is made up of express, rents of Milwaukee and Watertown Railroad, and miscellaneous. The local freight is the only encouraging feature exhibited by the operations of the road. The decline in the passenger traffic is marked, and proves quite conclusively that there has been no revival of business in the section traversed by this road. The decrease in the lumber traffic of over three millions of feet compared with 1858, when there was a decrease as compared with 1857, of about seven millions of feet, goes to confirm the same thing. There was a decrease in the number of way passengers in 1858, as compared with 1857, of 44,064; and in 1859, as compared with 1858, of 19,320. There was also a decrease of through passengers in 1858, compared with 1857, of 11,142; and of 1859, compared with 1858, of 12,331. The decrease in revenue from through passengers in 1859, compared with 1858, is $61,073.79; and compared with 1857, is $74,986.85.

A comparison of the operating expenses of 1859 with the expenses of 1858, shows a decrease in the aggregate of only $4,291.50; yet, an examination of the items exhibits a steady decrease in the ordinary expenses, as follows: in fuel, $17,284; engineers and firemen, $4,125; train service, $6,342; oil and waste, $3,076; station service, 9,528; stationery and printing, $1,336; traveling agencies and advertising, $8,081, and of salaries and expenses of directors and officers, $1,164. Where the expenses have increased, it has been by adding to the value of the property or in unavoidable expenses, such as: repairs of road, $16,910; locomotives, $6,054; damage to property, $1,364; repairs of buildings and improvements, $9,216; miscellaneous, $3,771; repairs of bridges, $6,950; ferry, $1,700, and law expenses, $5,868. There was an increase of service performed by locomotives of 9,600 miles. The law expenses are mainly caused by the embarrassed financial condition of the company. The steam ferry, at Prairie du Chien, across the Mississippi river to McGregor, in Iowa, was purchased to give the road business, and to put the company on par with other lines whose boats touch at McGregor. The apparent debt of $1,256 against the ferry, is the balance of the account of expenses kept with it, without giving it any credit for the grain and other business it has brought to the road. 425,222 bushels of wheat, and 14,674 barrels of flour, were shipped from Prairie du Chien during the year, and the larger portion was delivered to the road by the steam ferry boats. This ferry was purchased at a cost of sixteen thousand dollars, which was indispensably necessary in order to secure the business of Northern Iowa, finding its market at McGregor.

The liability of the company to the city of Milwaukee for the $234,000 of its 10 per cent. bonds, and for which stock was issued to the city, is represented in the Capital Stock account. The

same is true of the $767,800 of farm mortgage bonds, issued in connection with the farm mortgages negotiated by the company.

The floating debt as shown by the report, on the 31st Dec., 1859, including mortgage coupons and sinking funds, is $862,378.77, and consists of the following items:

Warrants outstanding	$8,669 01
Divid'd certificates and unpaid divi'ds.	3,534 62
Scrip	542 44
Debts payable, including $61,887.94, due to men	89,630 21
Bills payable	55,720 91
Unpaid sinking funds	107,000 00
" mortgage interest	144,480 00
" insecured "	157,055 50
Construction bonds	155,500 00
Credits to mortgagors	140,246 08
Total	$862,378 77

The plan adopted of funding the floating debt has not been carried out, except to a small extent. The creditors of the company in the main refused to accept the third mortgage bonds, so called, and the directors, in justice to those who had taken them, ceased their efforts in view of the declining business of the road, making it doubtful as to their ability to carry out the scheme.

The income account exhibits a debit against the company on the business of the year, and balance of last year, of $226,912.96. The amount of road mortgage interest due on the 31st day of December, 1859, is $144,480, and the amount of the sinking funds due is $107,000; to which may be added the mortgage interest falling due January 1, 1860, amounting to $38,740. The report says:

Under so discouraging a statement, it is evident that without a vigorous effort, or an arrangement preventing competition, or a revival of business, the road cannot long be retained by the stockholders, and it is submitted to you whether it is not advisable, under the circumstances, to let the trustees of the sinking fund and second mortgage bonds enter into possession, under an arrangement, or with the understanding that he shall forbear a foreclosure while there is a reasonable prospect that the net earnings will pay up all the mortgage interest now due, within the next two years. The advantage of such an arrangement would probably be to prevent a foreclosure, lessen the law expenses and litigation of creditors, and give the company time to devise a plan for the creditors, stockholders, and third mortgage bondholders, to extricate the company from its present embarrassed condition. If operated in harmony with the direction and stockholders, its expenses might be reduced, while the earnings would not be lessened.

The directors are not without hope of yet being able to make arrangements with competing lines to prevent competition, which would give better rates, and then, with a slight revival of business, the earnings would be greatly increased, while the operating expenses would be less.

During the year, the White-Water Bridge, of 110 feet span, was completed, and timber prepared for ten others; 4¼ miles of track were relaid with new iron, and 12,500 new cross-ties put under old iron. The number of rails taken up and repaired during the year, was 6,619. The old ties between Milwaukee and Madison, and between Milton and Janesville, are very much decayed, and will require renewing as fast as the means of this company will warrant. The rails, also, in consequence of the failure of the ties, have given out much faster than they otherwise would.

The track between Milwaukee and Eagle, 36½ miles, was laid in 1850 and 1851; from Eagle to Janesville, 35 miles, in 1852; from Milton to Stoughton, 18 miles, in 1853; from Stoughton to Madison, 16 miles, in 1854. On this portion of the road only 18 miles of iron has been renewed—leaving 84 miles which has been in use an average of eight years. Large expenditures must therefore be incurred for the next few years, in order to keep the track in condition for safe and economical use.

The whole length of road in operation is 234.41 miles of single track. No double track. Side track, 28.78 miles.

The number of miles run by passenger trains was 224,980; by freight trains, 247,286; by wood and repair trains, 107,219—total miles run, 579,485. The number of through passengers was 12,598; way passengers, 123,761. The amount of freight transported over the road was 160,431 tons.

The equipment of the road consists of 32 first class and 10 second class locomotives; 30 first class and 3 second class passenger cars; 12 baggage and post office cars; 411 covered freight, 107 platform freight, and 105 construction cars.

General Statement.		Dr.
Capital stock—amount paid in, including $234,000 City bonds, and $767,000 Farm mortgages		$3,686,612 66
Bond accounts—outstand'g bonds, to wit:		
10 per cent. R. M., 1st sect.	$74,000	
8 " " 1st "	526,000	
8 " " 2d "	647,000	
8 do. Sink'g fund	$1,253,000	
Less purchased by Trustee	203,000	
	1,050,000	
10 per cent. 2d mortgage	600,000	
8 per cent. S. Wis. S. F.	$350,000	
Less appropriated to S. Fund	4,000	
	346,000	
8 per cent. 3d mort., 1st class	83,000	
7 " 3d " 2d "	302,000	
7 " 3d " 3d "	750	
		3,628,750 00
Construction bonds		155,500 00
Sinking Funds—bonds held by Trustees		207,000 00
2d mort. bond certificates, outstanding		7,576 80
City of Milwaukee, loan of bonds		300,000 00
Mortgagors, excess of dividends and interest over interest on m'tgages.		140,246 08
Bills payable		55,720 91
Debts payable—amount due employes and for materials for operating the road		83,905 06
Due on personal accounts		5,725 15
Scrip and warrants on Treasurer outstanding		9,211 45
Unclaimed dividends and dividend certificates outstanding		3,534 62
Unpaid coupons and Floating debt interest		301,535 50
Unpaid Sinking funds		107,000 00
Total		$8,692,518 28
		Cr.
Construction and equipment of road		$8,125,889 17
Operating materials on hand, consisting of wood, oil, etc.		64,139 54
Debts and bills receivable, some of which are of doubtful value		72,290 43
Farm mortgages and stocks		22,350 00
Trustees of Sinking funds		174,548 20
Income account—balance		226,912 96
Treasurer—funds in his hands		6,442 93
Total		$8,692,518 28

The office of the company is at Milwaukee, Wis. The officers are:

John Catlin, *President.*
H. Crocker, *Vice President.*
Wm. Jervis, *Superintendent.*
Wm. Taintor, *Secretary.*
Chas. H. Williams, *Treasurer.*
A. G. Miller, Jr., *Auditor.*
John J. Hill, *Register* and *Transfer Agent.*

Journal of Railroad Law.

Proof required as to Defendant's being the sole probable cause of the injury.

The case of Sheldon *vs.* Hudson River Railroad Company illustrates the requirements of the law as to the proof necessary to entitle the plaintiff to a verdict in an action to recover damages against a railroad corporation, in reference to showing that the accident happened by the means of the defendants, and *could not have happened otherwise.*

The plaintiff in this action owned a mill situated about 67 feet east of the Hudson River Railroad track, at Tarrytown. On the 7th of February, 1852, it was destroyed by fire communicated, as the plaintiff claimed, by the sparks from the defendant's locomotives, by reason of the negligence and carelessness in constructing the engine, as well as in managing and conducting the same. Two of the company's trains passed the place about the middle of the day on which the fire occurred. A down train which passed at one o'clock P. M., and an up train which passed at 15 or 20 minutes past two o'clock P. M. It was claimed that the fire was occasioned by the down train None of the witnesses examined at the trial saw the fire sooner than a period of time between 15 and 20 minutes past 2 o'clock in the afternoon. The conductor of the up train testified that when he passed it going up it was on fire.

The judge at the trial ordered judgment in favor of the defendants without allowing the cause to go to the jury. From this judgment of non-suit the plaintiffs appealed to the general term. The decision upon the appeal was as follows:—

Brown, J.—At the time the accident occurred which is the subject of this action, the defendant was in the lawful and rightful use of its road, operating its trains in the usual and customary manner by means of locomotive engines. It was doing just what it was created to do, and just what the law authorized it to do, and if it was done with due care and circumspection, and with a due regard to the rights of others, it incurred no special responsibility. For if it could not employ fire to generate steam as a motive power, it could not fulfill the end of its being. If the nature of the enterprise in which it was engaged, was in any degree hazardous to the property of others in the vicinity of the road, it was not responsible for that hazard further than as it imposed upon the company the duty of greater care and caution and skill in the conduct of its business. Travel and transportation by railway has become one of the necessities of human life, and those who own or erect buildings in the vicinity of such structures must be content to have their share of the hazards, if any, incident to the business. These observations are made to show that in seeking to render the company liable to this action for the destruction of his mill, the plaintiff must do what must be done by every other plaintiff against every other defendant in a similar action—show that the act or omission, of the defendant, and also

that such act or omission was a negligent one. It is not enough for him to show that the defendant uses fire to generate steam; that the locomotive engines running upon the road occasionally emit sparks of fire and cinders; that this mill was within 67 feet of the track of the road, with some of the west windows and those next the road left open and carpenters' shavings and other combustible matter upon the floor; that no business was carried on at the mill, and no one employed about it at the time; that the west wind was blowing stiffly when the fire was discovered, and that the company's trains passed to and fro several times each day. These circumstances are quite material and essential, but without something in addition they do not establish the principal fact alleged in the complaint, because they do not exclude the idea that the fire may have originated in some other source. Standing alone, these circumstances do no more than make out a possible case, that possibly the fire proceeded from the defendants' locomotives. It is not enough for the plaintiff to show a possibility that the fire was communicated to the mill by sparks emitted by the defendants' locomotives. He cannot recover upon a possibility. Even if the evidence went farther and brought the fact sought to be proved within a probability, still the plaintiff must fail: because, to justify a verdict, the law requires, not positive proof it is true, but such proof as will *leave no reasonable doubt* of the existence of the fact upon which it must rest. The rights of property, and all claims to its possession and enjoyment, are dependent upon the existence of certain facts. And when they are disputed, and become the subjects of judicial investigation, if juries could assume their existence, without sufficient evidence and render verdicts upon possibility, probability and conjecture, the courts would be shorn of their legitimate authority, and the wise and just rules of the common law, as they have been recognized and applied from time immemorial would lose their principal value. It is amongst the primary and most important duties of the court to order a non-suit, or to grant a new trial, whenever the evidence is not sufficient to authorize or sustain a verdict.

The power to do so is highly conservative and essential to the due administration of justice. It is a power which the courts must constantly and freely exercise, unless they will consent to see the immature and imperfect conclusions of juries substituted for the rule of right. When there is proof which, uncontradicted, makes out the fact upon which the recovery depends, on the one side, and there is testimony which tends to disprove its existence, on the other; or when the recovery depends upon the degree of credit to be given to the witnesses on either side, whatever may be the opinion of the judge at the trial, he should not interfere, because these are questions to which, according to the frame and constitution of our courts, the jury alone can respond. But when the evidence is of such a character that the court in bank would be bound to set aside the verdict (should the jury find one,) as unsupported by the evidence, it is the duty of the court to non-suit the plaintiff. * * * * * *

It is worthy of remark that no witness saw the Oneida pass down but the track master Bowers, to whose evidence I will revert presently. No one saw any sparks or cinders emitted by the locomotive in the vicinity of the mill, and no witness has been examined, but Bowers, who was near the mill during the hour and seventeen minutes that elapsed from the time the Oneida passed to the time the fire was discovered, or who is able to say whether persons were in the vicinity of the mill or not. Indeed none of the plaintiff's witnesses were at the mill, or say they saw it, for several days before the fire. I think the plaintiff was bound to furnish some proof of this kind. He proves that the defendant's locomotive was within 67 feet of his mill at one o'clock on the day of the accident, and might have communicated the fire. Had it appeared upon the trial that no persons were in or about the mill during the forepart of the day of the fire, or even during the one hour and seventeen minutes after the Oneida passed, who could either accidentally or intentionally have fired the mill, he would have supplied a very necessary link in the chain of circumstantial proof by which he sought to fix the liability of the company and without which no jury would have been authorized to give him a verdict. It would be unreasonable to charge the Oneida with the destruction of the plaintiff's property because she carried fire in the furnace, and passed within 67 feet an hour and seventeen minutes before the smoke or flames made their appearance. The proof does not disclose the state of the population in the vicinity of the mill; but it does appear that it was situated between Tarrytown and Irvington; and it is not too much to assume that it was in a populous neighborhood, and exposed to the intrusions and risks which attend unoccupied buildings in such places. If the proposition of the plaintiff's counsel, that he had a right to claim a verdict upon the evidence, could be entertained, it would fix the liability of railroad companies operating their roads with locomotive engines for all accidents by fire in the vicinity of their roads, which they were not able to prove proceeded from some other source.

There is another part of the evidence which I should notice. Robert Riker, a witness for the defendant, went to the mill five or six days before the fire, tried to get in and failed. He then went to the house and got the key, entered the building, removed some tools, which he had there, and left. He found the windows open and left them open. He was carpentering in the mill, leaving shavings, hay, straw and packing boxes in the basement. "The least spark," he says, "in the world through the windows would have set it on fire." The theory of the plaintiff upon the trial was that the sparks or cinders from the Oneida were driven by the west wind into these open windows upon the shavings, hay and straw upon the floor. We have seen that the Oneida passed at one o'clock, and the sparks and cinders, if they caused fire, were driven in amongst the combustible materials at that hour. It happened, however, that Jerome Bowers, the track master, passed over the track near the mill, making his customary examinations, at twenty-five minutes past one. He saw nothing out of the way—no indications of fire or smoke—and there was nothing between the mill and the witness to obstruct his sight. He could see the mill for the space of two hundred feet before he got to it. He first discovered the fire at Irvington, a mile and a half below, after Vermeule's train passed up, which was at two o'clock and seventeen minutes. Now I submit that this evidence is wholly irreconcilable with the only theory which the plaintiff sets up; for had the sparks and cinders been driven in among the hay and shavings at one o'clock, some indications of such an event would have exhibited themselves at the time Bowers made his examinations.

I am therefore brought to conclude that the evidence upon the principal question was not of such a character as entitled the plaintiff to claim a verdict from the jury, and that he was properly nonsuited at the trial. The question of the alleged inefficient and negligent construction of the plaintiff's engine and fire apparatus, I decline to consider.

The judgment should be affirmed.

Sault Ste. Marie Canal.

The Superintendent of the St. Mary's Falls Ship Canal has made his annual report to the Governor of Michigan. He regards the prospects of the work as remarkably good, and states that the past year's business has been highly prosperous. The last vessel passed down Nov. 28th—eight days later than the close of the canal in 1858. The receipts for the year at the canal office were $17,361 63
And the total expense 5,759 24

Leaving for net earnings $11,602 29

The gross receipts are 50 per cent., and the net proceeds 100 per cent. greater than in 1858. The average number of vessels per day, during July and August last was 7. The aggregate tonnage for the season was 352,642 tons, valued at $9,887,-404. 60. It is estimated that the tonnage of next season will be double that amount.

The following is a statement of the receipts from the opening of the canal, June 18, 1855, to the closing, Nov. 30, 1859:

Month.	1855.	1856.	1857.
April	....	....	....
May	....	$742.30	$500.00
June	$390.84	1,341.96	1,605.84
July	830.24	1,548.26	2,325.40
August	990.72	1,543.28	1,822.02
September	756.88	1,134.80	1,576.79
October	885.26	790.18	1,146.70
November	520.72	471.96	429.50
Total	$4,374.66	$7,575.78	$9,406.74

	1858.	1859.
April	$476.78	.....
May	1,438.08	$2,393.86
June	2,088.56	3,294.04
July	2,182,44	3,446.28
August	1,781.34	3,091.98
September	1,442.34	2,425.42
October	1,442.34	1,244.80
November	405.76	1,045.46
Total	$10,848.80	$16,,941.83

The following are a few of the principal articles passing through the canal in 1859:

Iron ore, tons	65.769	Butter, lbs	842,421
" cars "	5,503	Cheese, "	54,742
" blooms, do.	536	Candles, "	117,684
Nails, kegs	3,632	Dried fruit, do	727,169
Coal, tons	8,883	Sugar, lbs	486,020
Mdse. "	10,134	Tobacco, do	21,745
Copper, do.	7,245	Engines & boil's	17
" bbls	60	Wag. & buggies	130
Malt, lbs	285,712	Machinery, tons	927
Flour, bbls	39,459	Lime, bbls	4,855
Coarse grain, bu.	71,738	Lumber, m	7,749
Furniture, pieces	7,623	Beef & pork, bls	10,664
Vegetables, bu.	6,949	Liq. & beer, do.	7,812

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*		539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	.....	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	.....	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	.....	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	127½
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,065	—	....
30 Nov. '58	62.3	—	....	—	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	308	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Apr. '58	—	—	....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	104,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,257	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	100,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,666	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102½
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	.....	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	....
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	.....	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	.....	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	62½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	.....	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	803,231	1,547,561	620,328	4	56¾
-- -- '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,800,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	56¾
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	.....	....
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	.....	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	.....	....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	.....	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	40
31 Dec. '58	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	.....	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	.....	....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	.....	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	.....	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil," Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	*	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413	—	—	180,000	143,678	—	—	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	92½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	67½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,115	Northern Central	6,843,457	733,934	220,966	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	144
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	99
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	—	—	4,523,400	83.1	540,372	860,119	394,475	8	108½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	.....
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,104	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,288	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	74
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	404
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	.....
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	135,386	6	103
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,395	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	11½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	839,148	8	110
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	36½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	6½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....			—	.....
30 Aug. '59	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	—	66,506	1,564,506	34.5	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	—	—	—	525,205	ope	r. by Eas	tern Ma	ss.	—	55
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	85
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	600,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,173,285	*	—	1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,787,970	*	—	656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,671	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	—	—	—	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	118
31 May, '59	21.3	—	.....	—	2	5	17	Northern New Jersey	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	—	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	—	—	248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	—	—	—	Warren	1,568,713	*	—	968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	5½	.....
30 Nov. '58	13.0	—	.....	47.0	—	—	—	West Jersey	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58				140.0				Albany and Susquehanna	227,356			275,793		8,697							
30 Sep. '58	32.9		3.3		5	12	53	Albany, Vermont and Canada	1,557,502	136,038		439,005	1,575,099	50,000		32.9	93,894	84,119	11,215		
30 Sep. '58	38.3		34.0					Albany and West Stockbridge	2,289,934			1,000,000	1,289,934			oper. by Western.				6	
30 Sep. '58	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,153,069	81,405		804,648	662,500	52,570		37.5	34,424	60,524	32,413		
30 Sep. '58	14.8	—	1.6					Blossburg and Corning	496,661			250,000	220,000			14.8	16,530	23,554	9,204	5	
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	.....	541,249	172,321		
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736		1,913,000	1,049,000	172,378		87.8	356,145	814,116	359,609	6	
30 Sep. '58	24.6	—	38.1					Cayuga and Susquehanna	1,016,058	79,542		687,000	426,000	7,042		34.6	59,539	59,421	5,092		
30 Sep. '58	17.4	—	2.1					Chemung	400,000			380,000	70,000			oper. by N. Y. & E.			24,000	7	
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls								oper. by Receivers.					
30 Sep. '59	—	—	—	63.2				Erie and New York City	287,708			352,742	14,000	28,716	396,416						
30 Sep. '58	—	—	—	15.0				Genesee Valley	91,889			59,374	38,500	23,404		oper. r.b.B.N. Y. & E.					
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000				17.3	49,519	58,207	10,840	6	
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644		150.0	700,224	1,842,636	770,006	—	38¼
30 Sep. '58	—	—	—	73.8				L. Ontario, Auburn & N. York	74,203			75,771									
30 Sep. '58	—	—	—	182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856							
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	70½
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	8½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640		152.9	621,747	975,853	358,792	—	9
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079			1,494,000			121.8	311,404	410,806	127,013	—	
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,875		35.9	69,759	109,152	60,829	8	
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382		663,077	818,500	180,138		75.4	98,686	94,385	44,715	—	
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573		610,000	140,000			46.2	89,380	208,223	33,946	3	
30 Sep. '58	18.4	—	1.3	32.6				Rochester and Genesee Valley	653,539			555,450	150,000	30,417		18.4	32,980	37,280	18,590	2	
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714		187,485	278,400	56,810		18.0	17,620	12,025		—	
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*		300,000	86,500			oper. r.by Ren. & Sar.		30,150	2½		
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000	5,456		54.5	107,506	139,388	32,196	—	
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000			40,000									
30 Jun. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856			284,850	85,000			oper. r.by Long Isl.		37,560	9		
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*		1,200,130	1,500,000	59,418		81.3	148,240	177,627	74,359	—	
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887		568,297	797,500	231,083		27.2	61,614	125,042	53,289	—	
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000				oper. r. b.Hud. & River.				6	
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114			30,000	680,000			oper. r. by other Co's.					
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	
								NORTH CAROLINA.													
-- -- '58	96.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*		1,600,000	400,000			96.2					
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....						
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,226	146,812	—	
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	64½
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	86½
31 Dec. '58	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110½
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	640,413	772,093	332,093	4	7
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	18½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. r. w. Lit. Miami.		170,795	8	82	
31 Dec. '58	72.0	—	....	72.0	.....	.....	.....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	—	
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,604	1,358,867	45.0	105,304	151,866	44,615	—	
-- -- '59	36.0	—	....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	82
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	
30 Dec. '58	116.0	9.0	....	—	13	20	208	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	oper. r. by C., C. & C.		.....	.....	—	
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
-- -- '58	44.0	—	....	136.2	---	---	....	Alleghany Valley	1,988,617	*	—	1,661,050	55,000	273,567	1,988,617	44.0	.....	85,000	45,000	—	
-- -- '58	21.3	29.0	....	---	---	---	....	Beaver Meadow	1,542,950	*	—	1,650,000	2,000			50.3	.....			10	
31 Aug. '59	63.5	—	....	—	---	---	....	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	
30 Sep. '59	52.5	—	....	11	---	---	....	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	
-- -- '59	54.0	—	....	—	---	---	....	Dauphin and Susquehanna	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	
31 Dec. '59	110.8	2.3	....	—	71	17	3,366	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	55
-- -- '59	36.5	—	....	—	---	---	....	East Pennsylvania	.....	.....	.....	.....	.....	.....	.....	36.3	.....	.....	.....	—	
-- -- '58	19.6	—	....	—	---	---	....	Erie and Northeast	750,000	*	—	600,000	100,000	.....	750,000	oper. r. b.Buf. & S. L.		.....	.....	10	
31 Aug. '58	36.9	19.0	....	—	---	---	....	Harrisburg and Lancaster	1,881,697	*	—	1,056,450	459,872	.....	1,881,697	55.9	.....	423,561	166,852	8	54
31 Aug. '59	35.0	—	....	41.3	---	---	....	Hempfield	1,388,168	*	—	.....	.....	.....	.....	35.0	.....	32,411	7,267	—	
-- -- '58	30.5	10.3	....	—	---	---	....	Huntingdon and Broad Top	1,181,997	*	—	.....	.....	.....	.....	40.8	.....	.....	.....	—	
30 Sep. '57	68.0	—	....	—	---	---	....	Lackawanna and Bloomsburg	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	—	
30 Nov. '59	45.7	—	....	20.2	15	6	882	Lehigh Valley	3,276,523	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '58	28.0	10.0	....	—	---	---	....	Little Schuylkill	3,407,651	*	—	2,606,100	546,222	.....	.....	38.0	.....	353,101	255,980	9	
-- -- --	8.0	21.0	....	—	---	---	....	Mauch Chunk and Summit H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	
-- -- --	13.0	74.0	....	—	---	---	....	Mine Hill and Schuylk. Haven	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	
30 Nov. '58	55.6	10.1	....	—	16	14	513	North Pennsylvania	4,987,321	353,516	—	3,086,710	2,714,500	391,606	6,197,816	65.7	.....	296,894	162,071	—	86½
31 Dec. '58	330.0	56.0	300.0	—	200	99	2,345	Pennsylvania	21,863,949	2,828,529	2,316,050	13,240,225	16,094,451	798,213	30,168,987	386.0	.....	5,185,330	2,163,445	6	76
31 Dec. '58	19.7	—	....	58.3	—	—	—	Phila. and Baltimore Central	313,061	*	—	178,787	101,100	45,681	313,061						
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	10	....
30 Nov. '58	147.4	4.0	....	—	142	58	5,638	Philadelphia and Reading	19,390,868	2,121,019	20,180	11,737,041	12,195,950	111,314	24,044,305	197.4	.....	2,510,751	1,310,952	8½	41
-- -- '58	33.0	—	....	—	---	---	....	Philadelphia and Sunbury	1,348,812	*	—	600,000	1,200,000	.....	.....	33.0	.....	89,535	58,235	—	....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Dec. '58	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	7	—
30 Nov. '58	98.0	6.0	—	—	31	60	487	Phila., Wilmington and Balt.	7,235,522	762,225	76,081	5,600,000	2,547,379	198,961	8,782,996	194.0	.....	1,095,847	344,152	5	39
31 Oct. '57	48.0	—	80.0	—	—	—	—	Pittsburg and Connellsville	2,285,606	*	—	1,031,173	1,100,000	513,403	2,644,756	48.0	.....	57,838	4,740	—	—
.. .. '59	10.3	—	—	127.5	—	—	—	Pittsburg and Erie	.....	.....	—	.....	.....	.....	.....	10.3	.....	.....	.....	—	—
31 Dec. '58	467.0	—	—	—	94	96	1,130	Pittsb'g, Ft. Wayne & Chicago	14,631,110	*	91,100	6,280,555	9,029,765	1,657,594	17,046,252	467.0	1,394,029	1,567,232	601,658	—	—
30 Sep. '57	31.0	—	11.0	—	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	.....	.....	.....	—	—
.. .. ..	25.0	—	—	—	—	—	—	Schuylkill Valley	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
1 Jan. '59	163.2	—	117.0	—	—	—	—	Sunbury and Erie	5,517,841	37,933	—	3,903,843	527,000	309,591	8,876,132	40.3	.....	.....	.....	—	—
.. .. '58	29.7	—	—	—	—	—	—	Tioga	1,093,263	*	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Mar. '59	78.0	—	—	—	—	—	—	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	—	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	60.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	—
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,098	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
.. .. '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '58	136.0	106.0	—	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
	.....	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	—
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	—
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	—
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	—
	.....	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	—
	30.9	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
.. .. '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
.. .. '59	43.0	—	—	31.0	—	—	—	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	—
1 May '58	75.0	—	—	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	—
.. .. '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
.. .. '59	28.0	—	—	756.0	—	—	—	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	—
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	—
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	—
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	—
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	—
31 Aug. '59	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,016	36,188	88,131	1,534,194	—	.....	.....	.....	—	—
30 Sep. '58	75.8	—	—	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	—
31 Mar. '59	79 .2	—	—	—	—	—	—	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
31 Dec. '58	59.2	21.3	—	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	166,085	5	—
30 Sep. '58	140.5	1.8	—	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424.671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	—	—	—	—	—	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	—	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	—
31 Aug. '58	80.0	—	—	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644.000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	—
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304.195	652.405	382.696	4	50
31 Aug. '59	204.2	10.7	—	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671.218	7,272,580	214.9	387,413	672,894	278,759	—	—
30 Sep. '57	32.3	—	—	—	—	—	—	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	—
								WISCONSIN.													
.. .. '59	55.0	—	—	16.0	—	—	—	Kenosha and Rockford	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
25 Mar. '59	199.8	—	—	—	—	—	—	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492.454	.....	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	800,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	—
.. .. '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	254.4	.....	883,186	439,943	—	1½
.. .. '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
1 Jan. '58	104.0	—	—	38.8	—	—	—	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	—
.. .. '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	—	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	—
.. .. '59	81.0	—	—	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	—
.. .. '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	—
.. .. '59	24.0	—	—	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	—
.. .. '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254.530	.....	.....	—	—
.. .. '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	—
.. .. '59	25.0	—	—	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	—	79.3	—	—	—	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	—
.. .. '59	60.0	—	—	—	—	—	—	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	—
								NOVA SCOTIA.													
.. .. '59	61.5	—	—	60.1	—	—	—	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	—
								NEW GRANADA.													
,, Dec, '58	48.7	—	—	—	—	—	—	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,926,444	1,260,180	15	125

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83½
" "	700,000	6	1880	83
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	57½
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,936	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				----
1st Mortgage	1,397,000	7	1870	91
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	90
2d Mortgage	950,000	---	1880	82
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,166,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	----
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
***Columbus, Piqua and Indiana:**				
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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Dayton and Michigan:				
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Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	96½
2d Mortgage	2,600,000	---	1881	----
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,502,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	46,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage ------?	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	102½
2d Mortgage	1,980,000	7	1860	98½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,685,000	7	1875	88½
Construction	4,115,000	6	1875	85½
Free Land	3,000,000	7	1860	100
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
* Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	---*
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1850	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	----
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	83
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	----
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	70
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	----
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ----	-------	---	------	----
---- ---- ----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	----
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	86
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	93¾
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	49
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	28
Unsecured (convertible)	2,443,000	7	1862	28
Sinking Fund	2,193,000	7	1875	28
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	95
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	87
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	79
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
---- ---- ----	-------	†	------	----
Peru and Indianapolis:				
---- ---- ----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	96½
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	----
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1897	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	630,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	98
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1869	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1869	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	$56,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	-------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	-------	----
Southern Mississippi:				
1st Mortgage	500,000	---	-------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	-------	----
2d Mortgage	450,000	---	-------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	-------	----
2d Mortgage	900,000	---	-------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	-------	----
2d Mortgage	1,535,000	7†	-------	----
3d Mortgage (Income)	1,000,000	10†	-------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	-------	----
St. Louis City Subscription	500,000	---	-------	----
St. Louis County Subscription	1,000,000	---	-------	----
Carondelet Subscription	50,000	---	-------	----
Sunbury and Erie				
Mortgage	1,000,000	7	-------	----
Mortgage	7,000,000	5	-------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	-------	---	-------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	-------	----
Mortgage	46,000	---	-------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	220,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	-------	---	-------	17
2d Mortgage	-------	---	-------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	-------	---	-------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. R.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	-------	---	-------	----
---- ---- ----	-------	---	-------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	-------	----
2d Mortgage	1,000,000	---	-------	----
Income	177,000	---	-------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	-------	----
Sterling, issued in 1858	144,500	---	-------	----
Company's, endorsed by State	203,500	---	-------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	298,000	†	-------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, March 3, 1860.

North Pennsylvania Railroad.

The earnings of this company for the fiscal year ending November 30, 1859, were:

From Passengers	$129,316 69
" Coal	84,065 19
" Pig iron	17,572 15
" Local freight	80,158 62
" Through freight	28,651 97
" Mails and rents	7,537 34
	$347,301 96

The expenses were:

Conducting transportation	$46,461 51	
Motive power	61,811 43	
Maintenance of way	19,958 58	
" cars	14,445 35	
General expenses	16,226 63	
		158,903 94
Net income		$188,398 02

The charges against which were as follows:

Coupons 6 per cent. bonds	$150,000 00	
" 10 " "	28,100 00	
Ground rents & mortg's	4,622 31	
Interest on floating debt	13,275 31	
		195,997 62
Showing a deficiency of		$7,599 60

Compared with the previous year, the gross earnings show an increase of $50,407 97
With an increase in expenses of 24,080 39

Making an increase in net earning of $26,327 58

Of the expenses, $70,180 35 have been charged to passenger department; and $88,723 59 to the freight department. About one-third of the net earnings were derived from the former, and two-thirds from the latter.

The total number of passengers carried during the year was 303,957, equal to 91,892 through passengers, or 5,054,103 passengers carried one mile—the average rate per mile being 2.56 cents.

The whole number of tons moved one mile was 7,428,001—producing per ton per mile 2.83 cents.

The through coal tonnage for the year was 61,172 tons; way, 16,200 tons—making a total coal tonnage of 77,372—being an increase over the previous year of 11,238 tons; and, as compared with the year 1857, an increase of 34,321 tons.

The pig iron tonnage was 16,597 tons—an increase over the previous year of 10,588 tons.

The lime and milk trade show a handsome increase. Of the former, 236,905 bushels were carried—being an increase of 53,414 bushels. Of the latter, 901,783 gallons—being 167,943 more than during 1858.

The road and equipment has been kept in good order, and the trains have been run with great regularity and freedom from accident.

The number of locomotives on the road is 16; the number of cars is not given. Twenty long platform and five stock cars have been placed on the road during the year.

The increase of the equipment account has been $13,481 11.

The increase in construction account has been only $2,277 93.

The claims for damages growing out of the collision of July, 1856, have all been settled.

CONDENSED BALANCE SHEET, NOV. 30, 1859.

	Dr.
Capital stock	$3,149,000 00
Instalment account	6,820 00
Six per cent. mortgage bonds	2,500,000 00
Ten per cent. C. M. bonds	287,000 00
Bills payable	138,222 48
Ground rents and mortgages	88,973 21
Coupon, 6 per cent., No. 6	65 00
" " " " 7	120 00
" " " " 8	837 50
" " " " 9	49,210 00
" " " " 10	75,000 00
Unpaid accounts and loans	25,389 91
	$6,320,638 16
	Cr.
Construction	$4,785,469 69
Equipment	366,997 54
Station houses and shops	68,748 93
Right of way	204,214 03
Real estate	385,661 84
Telegraph	4,967 39
Trustees	6,854 00
Stock N. P. R. R. Co.	25,767 11
Sundry accounts	16,180 29
Stores on hand	10,140 91
Profit and loss	420,619 87
Cash on hand	25,517 50
	$9,320,638 10

The annual meeting of this company was held in Philadelphia January 9, 1860, at which the report of the company was presented, and the following gentlemen elected directors for the ensuing year:

President—FRANKLIN A. COMLY.

Directors—John Brock, John Jordon, Jr., Algernon S. Roberts, J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, William L. Hirst, Harry Conrad.

Treasurer—WILLIAM WISTER.

Secretary—EDWARD ARMSTRONG.

Engineer and Superintendent.—SOLOMAN W. ROBERTS.

Memphis, El Paso and Pacific Railroad.

We learn that Col. THOS. C. BATES, the contractor for the first 50 miles of the Memphis, El Paso and Pacific Railway in Texas, has purchased through GEO. T. M. DAVIS, 47 Exchange Place, the rails, chairs, spikes, and all other materials necessary for constructing and completing this 50 miles of road, and which is a main link on the Southern route of the Pacific Railroad.

The rails are of American manufacture, and are now being delivered at Wheeling by the "*Mount Savage Iron Company*," from whence they go direct by steamboat to Morris' Landing, on Red River. The locomotive, chairs and spikes are now going on board ship for New Orleans, whence they are transhipped by steamer up Red River.

Col. Bates takes out a full force of track-layers from Cairo, Ill., who are under contract to complete the first 25 miles of this road, ready for the cars, by the 1st of July, 1860.

Avon, Genesee and Mt. Morris Railroad.

The Genesee Valley Railroad Company was organized under the general Railroad Law of this State, May 2, 1857, and its road opened in June, 1859, since which time it has been operated, under a lease, by the Buffalo, New York and Erie Company. It was sold under foreclosure on the 17th ult., and bought in by the bondholders, who have organized this company. The fol-

lowing gentlemen were elected directors:—Wm. Kidd, M. F. Reynolds, A. Bronsop, Rochester; David Bangs, Chili: H. P. North, E. R. Hammett, J. S. Wadsworth, Genesee; J. R. Murray, R. P. Wisner, George S. Whitney, H. P. Mills, George W. Phelps, Mount Morris; Charles H. Carroll, Cleveland. Subsequently, John R. Murray was chosen President, Chas. H. Carroll, Vice President, and E. R. Hammett, Secretary and Treasurer.

The capital stock of the new company is $175,000—being the amount of the mortgage debt of the old company.

FINANCIAL.

The closing cash prices at the New York Stock Exchange for each day of the week ending 29th Feb'y, 1859, were as follows:

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101	101¼	100¾	100¾	----	100⅝
STATE STOCKS:—						
Virginia 6s	92¾	92¾	93	93	93	92¾
Missouri	80¾	80¾	80¾	80¼	80¼	80⅜
Indiana 5s	----	----	88	----	----	----
Tennessee 6s, 1890	88¼	88¼	88⅛	88⅛	87½	88¼
California 7s	86¼	86⅜	87½	----	87	87
Ohio 6s, 1870	106⅜	----	----	106	----	----
RAILROAD SHARES:—						
Chicago and Rock Isl.	62⅜	62½	62½	62⅝	62¾	62¼
Clev. and Toledo	19	18⅝	19½	19½	19	18¾
Galena and Chicago	57⅜	57	57½	57⅛	57	56⅞
Hudson River	40¼	39½	40½	39½	38½	37
Illinois Central	56⅜	56⅝	57	57	57½	57
Michigan Central	37⅞	37½	37⅝	37⅜	37	37⅜
M. S. and N. I. guar'd,	14⅝	15½	15⅝	15⅝	15⅝	16
M. S. and N. I.	6¼	7	7	7	7¼	7¼
New York Central	71	71	71½	71	70⅞	70½
New York and Erie	9¼	9½	9	9	9¼	8⅝
N. York and Harlem	9¼	9½	9½	9½	9	8⅝
N. Y. and H. "pref."	34	33½	33½	33½	32¾	33
Panama	134¾	134½	134½	134½	134¾	132
Phila. and Reading	40⅜	40¾	40¾	40⅝	41	40¼
MISCELLANEOUS:—						
Del. and Hud. C. Co.	93⅞	93¾	93⅞	94	94	94
Cumberland Coal Co.	15⅜	15½	15½	15⅜	15½	16
Pennsylvania Coal Co.	81¾	82	82	82	----	----
Pacific Mail S. S. Co.	93¼	93¾	94	95¼	93	92
Canton	17½	17¾	17½	17¾	17⅝	18
Brooklyn Water W's.	100¾	100⅞	101	100¾	100⅞	100⅞

The following are the closing prices in the London Market on the 11th February:

United States 5 p. c. red. '74	91¼	to	92
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	78	to	80
Do. do. Fr. L'd red. '60.	91	to	92
Do. $100 shares, $60 p'd.	43	to	44
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	80	to	82
Do. do. 1st mortgage (sinking fund), 1882	80	to	84
Do. $100 shares	30	to	35
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	50	to	55
Do. $100 shares	8	to	12
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	85	to	87
Do. 2d mortgage, 1869	79	to	81
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	30	to	35
Do. Shares, assented	9	to	11
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	35	to	37
Phila. and Reading B'ds, 6 p.c., 1860.	83	to	88
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The following is a statement of the condition of the Banks of the city of New York:

	Feb. 18.	Feb. 25.	Difference.
Loans	$124,206,031	$124,398,239	+$192,208
Specie	20,591,189	20,778,896	+ 182,707
Circulat'n	8,050,001	7,928,595	— 121,406
Deposits	78,825,241	78,470,977	+ 145,737

The condition of the Banks on Saturday for the past eight weeks has been as follows:

Loans.	Specie.	Circulation.	Deposits.
124,597,663	17,863,734	8,539,063	74,808,855
123,582,414	18,740,866	8,090,548	75,883,763
123,845,931	19,238,494	7,880,865	76,830,581
123,088,626	20,063,739	7,760,761	76,879,826
124,091,982	19,924,301	8,174,450	77,577,694
123,336,629	19,787,567	8,185 109	76,471,055
124,206,031	20,591,189	8,050,001	78,325,240
124,398,239	20,773,896	7,928,595	78,470,977

Clearings for week end'g Feb. 13	$130,049,449
Clearings for week end'g Feb. 20	132,370,866
Clearings for week end'g Feb. 27	132,370,866
Balances for week end'g Feb. 13	7,612,856
Balances for week end'g Feb. 20	7,086,398
Balances for week end'g Feb. 27	7,433,377

The annexed table gives the per centage of specie to net deposits held by the banks of this city:

Bank of Commerce	41	Butch.&Drov'rs'B.	25⅝
Am. Exchange B.	23⅝	B. of Commonw'th,	38⅝
Metropolitan Bank	23⅝	St. Nicholas Bank,	26
Bank of America	32½	Marine Bank	25⅜
Bank of New York	27	Fulton Bank	25
Merchants' Bank	26½	Leather Manuf. B.	22½
Manhattan Bank	23¼	Artisans' Bank	20½
Mechanics' Bank	26⅜	Seventh Ward B.	27
Bank State N. Y.	37⅝	Irving Bank	29¼
Bank of Republic	28¼	Chatham Bank	32⅜
Park Bank	27¼	Pacific Bank	22⅓
Continental Bank	26	People's Bank	26⅛
Phenix Bank	28⅛	Mech. and Trad. B.	28½
Union Bank	24	Citizens' Bank	17⅝
National Bank	24⅝	Atlantic Bank	20
Imp. & Traders' B.	28½	Mech. Bank'g Ass'n	24⅛
Shoe and Leather B.	23	North River	
Merchants' Exch. B.	25⅛	Chemical Bank	29⅜
City Bank	20⅝	Oriental Bank	
Broadway Bank	25	Grocers'	14⅝
Ocean Bank	20⅜	East River	
Mercantile Bank	22¼	Greenwich Bank	14¼
Bank of N'th Am.	29¼	N. Y. Dry Dock	
Hanover Bank	22	N. Y. County	
Market Bank	27⅜	Bulls Head	
Corn Exchange B.	22⅛	N. Y. Exchange	
Nassau Bank	18⅝	Manuf. & Merch.	
Tradesmen's Bank	28⅝		

The weekly statements of the Philadelphia Banks made up to the 20th and 27th inst., present the following aggregates and comparisons:

	Feb. 27.	Feb. 20.	Difference.
Capital	$11,666,530	$11,661,169	+ $5,370
Loans	25,553,918	25,564,640	— 10,722
Specie	4,706,108	4,698,389	+ 7,719
Due from b'ks	1,824,813	1,192,030	—132,789
Due to banks	3,115,010	3,019,658	+ 95,352
Deposits	14,590,092	14,722,119	—132,027
Circulation	2,653,192	2,676,197	+ 23,005

The Boston bank statement for the week ending 21st February foots up as follows:

Capital	$36,581,700	Due to b'ks.	$7,430,000
Loans & disc.	60,113,800	Deposits	17,598,000
Specie	4,577,000	and Circulation	6,305,500
Due fr'm b'ks	6,549,000		

The cash assets and liabilities of the New Orleans banks on the 18th inst. were as fo'lows:

Loans	$25,000,953	Deposits	$21,367,100
Specie	12,894,520	Exchange	7,866,999
Circulation	13,459,819	Due banks,	1,471,168

As compared with the statement of the previous week the results stand thus—

Dec. in loans. $196,398	Inc. in deposits. $782,988
Inc. in specie. 152,639	Inc. in exch. $517,642
Inc. in circul. 115,895	Inc. b'k balances 75,617

The return from the Bank of England for the week ending the 1st of February, gives the following results when compare with the previous week:

Public deposits	£5,309,753	Dec.	£219,969
Other deposits	14,484,676	Inc.	404,929
Rest	8,824,479	Inc.	29,344

On the other side of the account:

Governm't securities	£10,171,199	Dec.	£240,218
Other securities	20,778,651	Inc.	1,273,924
Notes unemployed	6,846,370	Inc.	869,370

The amount of notes in circulation is £21,906,340, being a decrease of £279,460, and the stock of bullion in both departments is £14,942,502 showing a decrease of £616,594 when compared with the preceding return.

The Quarterly Bank Statement exhibits the condition of the several incorporated institutions of the State of Ohio, on the first Monday of February, 1860, as shown by their return made under oath, to the Auditor of State, which enables us to present the annexed comparison:

	Feb., 1860.	Nov., 1859.	Feb., 1859.
INDEPENDENT BANKS.			
Specie	$120,956	$121,544	$151,279
Exchange	172,760	166,904	160,490
Discounts	1,428,692	1,453,755	1,491,868
Capital Stock	550,000	650,000	712,500
Safety Fund	548,934	452 327	485,932
Circulation	438,820	541,237	606,601
Deposits	853,319	868,012	835,294
FREE BANKS.			
Specie	$131,416	$117,414	$123,862
Exchange	335,164	287,481	318,742
Discounts	1,414,402	1,403,036	1,215,762
Capital Stock	820,945	719,645	540,725
Safety Fund	365,100	433,700	459,200
Circulation	652,867	465,678	676,366
Deposits	952,056	985,271	823,939
BRANCHES OF STATE BANKS.			
Specie	1,576,267	1,423 367	1,742,173
Exchange	990,870	748 575	1,094,495
Discounts	8,257,368	8,205,434	8,377 890
Capital	4,035,750	4,005,500	4,104,800
Safety Fund	570,110	567.754	616,036
Circulation	6,792.202	6,362,705	7,257,760
Deposits	2,211,668	2,156,433	2,342,692
RECAPITULATION.			
Specie	1,828,641	1,706,560	2,017.816
Exchange	1,498,796	1,223,738	1,573,728
Discounts	11,100,463	11,265,992	11,085 542
Capital	5,406,695	5,475,145	5,358,025
Safety Fund	1,484,145	1,473.781	1,561,169
Circulation	7,983,889	7 735,028	8,540,717
Deposits	4,017,044	4,043,309	4,001,926

The Currency, Land Warrants and Specie quotations for the week have been as follows:—

N.Y.St.C'rr'cy, 3-10a		Virginia	¾a1
New England	1 5a	Ill. and Wisc.	2¾a3
New Jersey	1-5a	Michigan	a1
Philadelphia	¼a	Tennessee	1¼a1⅛
Baltimore	¼a ⅜	Free Indiana	a2
Interior Penna.	⅜a ¾	Louisiana	1 a
Interior Md.	⅝a ¾	Mobile	1 a
Ohio, Ky., & Ind.	⅞a1	Canada	⅜a ¾
S. Car. and Geo.	½a ⅝	Missouri	2 a2¼
N. Carolina	1 a1¼		

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acre warr.	100	110	120 acre warr.	72	76
80 " "	90	95	160 " "	72	77

DRAFTS AND CHECKS.

On Philadelphia	⅛	On Chicago	2⅛
On Baltimore	1-5	On St. Louis	2
On Boston	1-5	On Detroit	1
On Cincinnati	¾	On New Orleans	1
Bank of England Notes per £			$4 84
Bank of France per franc			18
United States Post Office Scrip			3a5 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars	$1 06	English Silver	$4 80
Spanish Dollars	1 10	Species	1 08
Five Frc. Pieces	98	Old Am. H'lf Doll.	1 04½
French Crowns	1 10	" " Quarter D.	1 02
German Crowns	1 08	Spanish Qu., each,	28
Prussian Thalers	71	Spanish ½ths and 16ths per oz.	1 27
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns.	$4 84a$4 87	Sp.Doub.	$16 50
Twenty Francs ..	3 84	Pat. "	$15 70a$15 75
Ten Thaler Pieces	7 87	Gold. Am. Old, 6c.prem.	
Ten Guilder "	3 98	B'k of Engl. Notes,	4 84

The Cumberland Bridge.

To the Editor of the AM. RAILROAD JOURNAL.

DEAR SIR:—The immense draw-bridge lately constructed across the Cumberland river at Nashville, for the use of the Louisville and Nashville and Edgefield and Kentucky Railroads, has justly attracted very great attention among railroad men. A detailed description of the structure was published in the *Railroad Review* of the past two weeks. But if the writer, who signs himself J. H. D., had contented himself with this description, and not turned his article, in its concluding paragraphs, into an advertisement for two or three engineers, employed by these railroad companies at the time the bridge was built, it would all have been very well. I refer to the following statement: "This gigantic work was under the sole control and management of A. Anderson, Esq., the Chief Engineer of the E. & K. R. R., whose original designs and general supervision were ably carried out by Wilbur H. Foster, the Assist. Engineer in charge."

This is a species of self-glorification, unworthy of the profession, but too much practiced. It is a lamentable fact that not one in ten of those who have charge of our railways know anything more of the science of bridge construction, than a cow knows about the manual exercise with a musket. When, by a combination of brass and importunity, backed up by an agreement to work "cheap," they are enabled to assume the infallibility with which the title of Chief Engineer is too often invested, the main object seems to be to bring their names (until then unheard of,) before the public, in connection with the construction of some important structure, like the one under consideration, if fortunately for their object, the road they are building happens to involve such a necessity. Any of the several patented plans of truss bridging, now in general use, are represented by men of experience and skill, and all that is required is to make a contract with such a party for the required work. All he requires of the Engineer is to have the locality pointed out, and the alignment and grades given him; beyond that, the Engineer is of about as much use to him or to the structure to be built, as the fifth wheel is to a coach. The builder understands the whole detail of his bridge, while the Engineer generally knows just enough to become a source of embarrassment to the whole undertaking, by constantly making absurd and ridiculous suggestions with a very wise and important air, for fear that the builder will think him the ignoramus he often really is. But when, in spite of these embarrassments, the structure is complete and in successful operation, the papers are full of long and windy descriptions of details, none of which are new except to the Chief Engineer himself, and the whole winds up with the sounding manifesto that the work was executed under the immediate direction and superintendence of Mr. Jenkins, the distinguished Engineer, whose *original* designs and plans have been ably carried out by Mr. Jones, the principal assistant, &c., &c.

Now in the case of the bridge under consideration, the whole thing from "turret to foundation, stone," was designed by D. C. McCallum, Esq., who is the patentee of the bridge. Every drawing, even to that of the minutest bolt, was made in Mr. McCallum's office in New York, tracings of which were sent to the locality for the purposes of the constructors, and the *original* plans and designs have never to this day been in the hands of the *Engineer*. I do not even infer that Mr. Anderson lent himself to such an appropriation of others men's ideas; although, as I said before, it is a practice too common. I am sure he is too much of a man to be willing to wear borrowed plumage. He owes it, therefore, to his own position and the dignity of the profession, to ignore the statement made by the enthusiastic Mr. J. H. D., and to correct the inferences which might be drawn therefrom.

Very truly yours,

CREDIT TO WHOM CREDIT IS DUE.

Southwest Branch.

We learn from the St. Louis *Democrat* that the second division of the Southwest Branch of the Pacific Railroad of Missouri, extending from St. Clair to Kinseys, a distance of 43 miles has been completed, and that regular passenger and freight trains have commenced running over it. It was formally accepted by the directors on the 22d ult. The whole length of finished road is now 61 miles—the first division of 18 miles having been completed some two years since.

The third section of this road is now under contract, and a large force of workmen are now engaged in track-laying. All the iron is on the ground, and as there is an unexpended balance of State bonds ($1,900,000) held by the company, its progress is a fixed fact. By May it is expected to be open to Rolla, 77 miles beyond Franklin.

The steepest grade is 65 feet to the mile, but the average is considerably less. The average cost per mile is $27,000, while the main line of the Pacific cost much over that sum to build.

Marietta and Cincinnati Railroad.

This railroad, with the property and effects belonging to it, was sold at Chillicothe, on the 25th ult., by ORLANDO SMITH, in accordance with a decree of the Court. The property was purchased in the name of NOAH L. WILSON, DAVID GIBSON, and others, Trustees, under a compromise agreement for capitalization. The effect of the sale will be the re-organization of the company, free of debt, as the value of the property is to be represented entirely by the capital stock, all the mortgages being wiped out. The property was sold for the minimum fixed by the Court, $200,000. The bill legalizing the sale of the franchise of the road, has passed the Ohio House of Representatives (having previously passed the Senate,) by a vote of 54 to 41, and is now a law. This will insure the completion of the line through Southern Ohio, and the placing of the whole line in condition for traffic.

Iron Railroad Cars.

The Boston and Worcester Railroad Company have placed upon the road a new car built entirely of iron. It is said to present an elegant appearance, will seat the usual number of passengers, is fire-proof, and will not, in case of collision, break up into splinters. The cost is about equal to the style of car now in use, while its durability is much greater. This one has been used on the New York and Erie road during the last six months, and has been found to answer all expectations.

Finances of Ohio.

The semi-annual report of the Sinking Fund Commissioners of the State of Ohio shows the debt to be as follows:

6 per cent. stock, payable after Dec. 31, 1860		$6,413,325 27
Do., payable after Dec. 31, 1870		2,183,531 93
Do., payable after Dec. 31, 1875		1,600,000 00
Do., payable after Dec. 31, 1886		2,400,000 00
5 do., payable after Dec. 31, 1865		1,025,000 00
TEMPORARY LOAN.		
6 per cent. stock, payable July 1, 1860	$350,000	
Redeemed during last six months	55,000	295,000 00
6 per cent. stock, payable March 1, 1861		350,000 00
Total foreign debt payable in N. Y.		$14,266,857 20
DOMESTIC DEBT.		
6 per cent. payable at State Treasury in 1863		275,385 00
Total reimbursable debt bearing interest		$14,542,242 20
In addition to the foregoing there is still outstanding, but not bearing interest:		
Stock of the loan due after Dec. 31, 1856		5,311 33
Domestic stock issued under act of 1846		1,765 00
Total funded debt of the State		$14,549,318 53
IRREDUCIBLE DEBT.		
Virginia military school fund	$158,754 02	
Moravian school fund.	3,160 75	
Western reserve school fund	256,133 61	
United States Military school fund	120,272 12	
Section 29—Ministerial fund	68,739 17	
Section 16—School f'd	1,978,400 89	
Ohio University fund.	1,897 89	
Total irreducible debt		2,587,357 84
Total liabilities of the State of Ohio.		$17,186,676 37

Michigan Southern and Northern Indiana Railroad.

The President of this road has issued a circular to the creditors of the company, in which he says that the Directors are again "compelled to ask the indulgence of the holders of certain classes of their bonds to defer the payment of interest for the present." During the past month they have paid the interest on the Sinking Fund Bonds, due November 1, 1859, to the amount of near $100,000. By the 1st of March they design to pay the interest due November 1st on the 1st mortgage bonds of the Michigan Southern Road. The President states that the business of the road is improving, and better than was anticipated for the winter. The road and its equipments have not been in so good condition as now for many years, and there is no other five hundred and twenty-five miles of road in the United States which is operated with more economy, or greater efficiency and fidelity.

Illinois Southern Railroad.

We see it stated that Messrs. Stanton, the Contractors, are at present at Mound City for the purpose of locating at least twenty-five miles of the road, and that the work will commence immediately.

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending February 21, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s—85	and int.
Covington and Lexington, 1st Mortgage	7s—75	and int.
" " " 1st "	6s—65	"
" " " 2d "	7s—65	"
Ohio & Miss., E. D., Construction	7s—22½	
Cinc., Ham. and Dayton, 2d Mortgage	7s—84	"
Indianap. & Cincinnati, do. do.	7s—75	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 79
Columbus and Xenia	83
Indianapolis & Cincinnati	40
Little Miami	83½

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada, for the week ending February 18, 1860, were $50,926 14
Corresponding week, 1859 ..... 39,869 73

Increase $11,056 41

Total traffic from July 1, 1859 ..... $1,733,619 08
Do. for same period last y.. 1,431,594 54

Increase $302,024 54

Debt of Virginia.

The debt of the State of Virginia, according to the report of the Auditor, is as follows:

Registered Stock, six per cent.	$15,928,816 63
Registered Stock, five per cent.	494,000 00
Coupon Debt, six per cent.	11,952,500 00
Sterling Bonds, five per cent.	1,865,000 00
Total	$30,190,316 63
Of this the Commissioners of the Sinking Fund hold	1,083,657 20
Total	$29,106,659 43
Floating Debt	$331,901 80
Less cash on hand	104,013 36
	$227,888 44

The assessed value of the property in Virginia is 1,043,965,978.36.

New Haven, New London and Stonington Railroad.

The annual report of this company for the financial year ending Nov. 30, 1859, gives the following statement of its affairs. The receipts have been:

From passengers	$88,159 51
" freight	11,913 62
" mail	5,000 00
" rents and express	2,764 54
Total	$107,837 67
Less operating expenses	$75,092 90
Repairs and reconstruction	17,054 25
	92,128 15
	$15,909 52

The amount paid on coupons was $41,891 50—making the total payments $134,079 65.

The gross earnings of the Extension Road were $21,974 41, from which, after deducting expenses, 6 per cent. will be paid.

In regard to the act of the last Legislature authorizing the issue of $200,000 seven per cent mortgage bonds, in order to liquidate the $100,000 ten per cent. bonds, due July 15, 1860, and the overdue interest, the Directors state that the holders of the latter have, to a very great extent, agreed to exchange the old for the new bonds. When the entire exchange has been effected, the company will be comparatively unembarrassed. There will be left only the overdue coupons on the first mortgage seven per cent. bonds, which the Directors propose to fund with six years seven per cent. sinking fund bonds. This proposition is stated to have met with such general approval that the bonds are being prepared, so that on and after the 10th of March next, all holders of such bonds can deposit with the Trustees of the New Haven Savings Bank the coupons on the same for the years 1858, 1859 and 1860, without relinquishing their first mortgage security, and take their interest on them in cash and income bonds for the principal.

The Extension Road is leased for five years from November 1, 1859, to the New York, Providence and Boston Railroad Company on favorable terms; and it is not doubted that the cost of the Extension Road will return six per cent. interest, beside giving all the incidental advantages to the original line which it was believed the extension would afford.

The old Board has been re-elected as follows:

Wyllis Blackstone, C. F. Bushnell, E. C. Scranton, A. C. Wilcox, Sumner Bull, Charles J. McCurdy, Charles C. Griswold, Charles Mallory, James I. Day.

President—C. F. Bushnell, New Haven, Ct.
Superintendent—F. G. Calhoun, "

NEW YORK AGENCY,
PITTSBURG, FORT WAYNE & CHICAGO R. R. CO.

GILEAD A. SMITH,
(late of M. K. Jesup & Co.)
44 Exchange Place, NEW YORK.
RAILROAD IRON
Of Approved English and American Makers,
EQUIPMENT, SUPPLIES
AND
FURNISHINGS
FOR CONSTRUCTION OR MAINTENANCE OF
RAILWAYS,
ON COMMISSION.
STOCKS and BONDS
NEGOTIATED PRIVATELY,
OR AT THE BOARD OF BROKERS.

REFERENCES.
J. Edgar Thomson, W. B. Foster, Jr., } Pennsylvania R. R. Co.
H. W. Vandegrift, Orange and Alexandria R. R. Co.

DISSOLUTION.—THE CO-PARTNERSHIP heretofore existing between the subscribers, under the name and firm of M. K. JESUP & CO., is this day dissolved by mutual consent, Mr. GILEAD A. SMITH retiring therefrom. MORRIS K. JESUP & JOHN KENNEDY will sign in liquidation.

MORRIS K. JESUP.
JOHN KENNEDY.
GILEAD A. SMITH.

New York, March 1, 1860.

The undersigned will continue the business of General Railway Agents and Commission Merchants, at No. 44 Exchange Place, New York, No. 44 Dearborn Street, Chicago, under the firm of M. K. JESUP & CO., as heretofore.

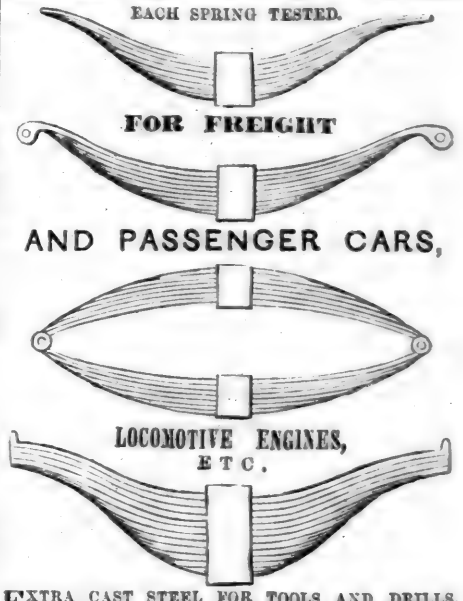
MORRIS K. JESUP.
JOHN KENNEDY.

REFERRING TO THE ABOVE NOTICE, the undersigned will continue the business on his own account, with the agency of the Pittsburg, Fort Wayne and Chicago Railroad Company.

GILEAD A. SMITH.

New York, March 1, 1860.

PHILIP S. JUSTICE,
21 North Fifth St., Phila. 54 Cliff St., New York.
152 Congress Street, Boston.
English Railway Springs,
MANUFACTURED OF
Best Double Faggotted and Improved Cast-Steel.
EACH SPRING TESTED.



EXTRA CAST STEEL FOR TOOLS AND DRILLS, "CONCENTRIC" SOFT CORE TAP STEEL, (warranted not to crack in hardening.) best double Faggotted and Cast SPRING STEEL, ribbed and plain; Machinists' Files, "Crescent" Faggotted Axles, Wrought Locomotive and Passenger CAR WHEELS, Homogeneous Metal, etc. Manufactured by
CHARLES CAMMELL & CO.,
"Cyclops" Steel Works, Sheffield.

STRAP RAIL
FOR SALE AT CHICAGO.
300 AND 400 TONS OF STRAP RAIL.
Is in first rate order having been only a short time in use, weight about 20 pounds to the yard.
Apply to M. K. JESUP & COMP'Y.
44 Exchange Place, New York,
or, 44 Dearborn street, Chicago.
1st March, 1860. 2t9

Office of the Central R. R. Co. of New Jersey, No. 60 Wall street.
New York, February 25th, 1860.

AT a meeting of the Board held this day Samuel Knox was elected Secretary and Treasurer to fill the vacancy occasioned by the death of G. M. Milligan.

JOHN T. JOHNSTON, President.

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, up to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston.



New FIRST CLASS FREIGHT ENGINE.
Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by
WILLIAMS & PAGE,
3m52 44 Water st., Boston.

FOR RENT,
AT
Rochester, Beaver Co., Penn.

THE SPACIOUS ESTABLISHMENT heretofore occupied by Messrs. KIRK & RHODES, for the building of **RAILROAD CARS.**

This Establishment is now offered *on lease*, for MANUFACTURING PURPOSES. It is admirably adapted to the construction of RAILROAD OR CITY CARS, STEAM ENGINES, AGRICULTURAL IMPLEMENTS, carriages, omnibuses, cabinet ware, bedsteads, chairs, buckets, barrels, kegs, etc.—or for *Planing machines*, the manufacture of doors, window sash, window blinds, etc., or for the manufacture of *stoves*, and all other *foundry products*; and particularly for *malleable Iron*, in all its forms.

This location cannot be surpassed, as will be perceived by reference to the MAPS of Ohio, Pennsylvania, and the Railroads of the West—having the *facilities* of the OHIO RIVER, with the descending navigation of the Monongahela and Yohiogany from the South, the Alleghany and the Beaver from the North—the terminus of three canals, viz. from Erie, from Cleveland, and from Portsmouth—also 24 *Regular Trains, daily, of Railroad Cars*, connecting with *all the Roads of the West.*

The buildings and appurtenances here offered, occupy a block, 238 feet by 230, or 54,740 superficial feet, facing the OHIO RIVER on one side, and the *Railroad Stations* and *Tracks*, on two other sides. The steamboat landing, canal boat landing, railroad stations, ticket offices, telegraph offices, etc., all within 100 yards of the premises.

The principal building, main wing, smith shops, engine house, kiln-dry, foundry, etc., are all *built of stone.* The principal building is three stories high, front 238 feet, main wing 203 feet, paint shop 175 feet, two foundries 50 by 80 feet, (and two cupolas), smith shops, engine house, etc., all in the hollow square.

A 60 horse Steam Engine communicates *power* to various parts of the establishment, and eight-inch cast iron pipes conduct *spare steam to warm the whole.*

The premises are now ready for occupancy.

ROCHESTER, or "BEAVER CITY," is now the *nucleus* and *centre* of extensive manufacturing, mining and commercial operations, and will soon become *a city* of note,—showing a large and dense population. It is now the natural, and acknowledged *Railroad centre*, steamboat landing, and canal boat terminus, *for ten neighboring villages*, like ten wards of a city—all in sight, within three miles of a common *centre*, and having a population of fifteen to twenty thousand—more than twenty churches, fifty stores, schools, mills, and manufacturing establishments. For particulars, address

M. T. C. GOULD,
Rochester, Beaver Co., Pa.

CAST STEEL,
Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
Far superior to the ordinary kind.
FROG PLATES, POINTS.
Saw, File, Cutlery, Rake, Hoe, Axe and **Plough Steel. Gun Metal. Wire** and **Machinery Steel.**
ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,
45 Cliff st., New York.

STEEL, FILES, ETC.
R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel,** superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files,** of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK
USE

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.
90 TONS English of the pattern for sale by

GRUND & WESTERVELT,
January, 1860. **118 Pearl st.**

WINDOW, PICTURE AND CAR
GLASS.
F. HOPKINS & BROTHER,
IMPORTERS,
193 Pearl St., NEW YORK.

THE FARNLEY IRON CO.,
Near LEEDS, Yorkshire,



MANUFACTURERS OF
LOCOMOTIVE TIRES,
TIRE BARS,
BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,
OF ALL SIZES.
A STOCK CONSTANTLY ON HAND.



The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING,** being from the same bed of mineral.

For sale, **at manufacturer's prices,** by

M. K. JESUP & COMP'Y,
44 Exchange Place, New York,
SOLE AGENTS for the UNITED STATES and CANADAS.



STEELE & CO.,
PATENT FEATHER BRUSH
MANUFACTURERS,
Have removed from 305 Pearl and 53 Nassau Sts. to the brown stone building
No. 3 Park Row (opp. Astor House) New York.

EXTRA CAR DUSTERS made very S rong and full of selected ostrich feathers. PATENT CAR AND WINDOW WASHERS, combining the utility of the sponge and bristle brush, but much more durable and economical.

Possessing all the advantages that extensive manufacturing facilities and an experience of a quarter of a century can confer, we are enabled to offer a superior article of Dusters at as low a scale of prices as such goods can possibly be produced. We manufacture over **300** varieties of Feather Brushes adapted to the use of stores, dwellings, hotels, steamboats, stables, railroads, etc., comprising Furniture Dusters, Carriage Dusters, Cornice Dusters, Piano Dusters, Picture Dusters, Window Washers, Wall and Floor Brushes, Peacock and Ostrich Fly Brushes, Parlor and Library Dusters and various other styles, all of the high degree of excellence, durability and perfection of finish that has characterized **Steele's Patent Ostrich Feather Dusters** for the past 25 years.

IRON BOILER FLUES.
LAP-WELDED BOILER FLUES,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
From ⅜ to 5 inches bore, with Screw and Socket Connections, T's L's Stops, Valves, Flanges, etc., etc.
MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1831.
WAREHOUSE—209 SOUTH THIRD STREET,
PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR. CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
17 William Street, N. Y.

RAILROAD IRON.
THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

RAILROAD IRON.
THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,
RAILS OF SUPERIOR QUALITY,
and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.
NEW YORK, Aug. 1, 1858.

ROUND OAK IRON WORKS,
STAFFORDSHIRE.
LORD WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES, SHEETS, HOOPS and BARS of every variety. Address **RICHARD SMITH,** Esq., Dudley.

UNITED STATES OFFICES.
NEW YORK, No. 17 Nassau St.
BALTIMORE, over Farmers' & Mer. Bank
NORRIS & BROTHER, Agents.

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
13 Cliff st., N. Y.

RAILROAD IRON.

WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

PHILADELPHIA OFFICE, { NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.

THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce **a quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand pat terns for **T Rails,** of the following weights per lineal yard viz —25. 30. 36. 40. 45. 50. 60. 62. and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President,
Scranton, Pa.
or **DAVID S. DODGE,** Treasurer,
46 Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1850.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
BOSTON, June, 1851. **29 Central Wharf.**

RAILROAD IRON
AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GREST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.

500 tons **T Rails** on hand, 54 to 57 lbs. per lineal yard.

West Point Foundry.

R. P. PARROT, Lessee.

Manufacturer of Marine and Stationary

ENGINES,

SUGAR MILLS, SAW MILLS,
IRON BRIDGES, CANNON,
Water Pipes, Boilers, Iron Buildings,
CASTINGS AND FORGINGS OF ALL KINDS.

WM. KEMBLE, CHAS. J. NOURSE, } **Agents, 26 Broadway.**

STEAM PUMPS,
WORTHINGTON'S PATENT,

SPECIALLY adapted for supplying railroad stations, and as stationary or portable fire engines for protecting Depots, Car Houses and Machine Shops. **A Pump of entirely new principle,** recently patented, is offered to Railroad Engineers as the only independent feed pump suitable for Locomotives. Also, simple, accurate and reliable **Water Meters,** for measuring water supplied to boilers and tanks, also for measuring oil.

Percussion Water Gauges, superior to glass gauges or gauge cocks, and infallible in giving the correct level of water.

H. R. WORTHINGTON,
28 Broadway, N. Y.

CEMENTS.

Rosendale Hydraulic Cement.

THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure** and **free from quick lime,** and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT,** branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels,** and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing,

JOHN H. STEPHENS, President, Newark, N. J., or
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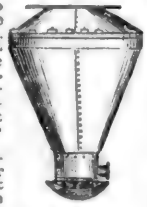
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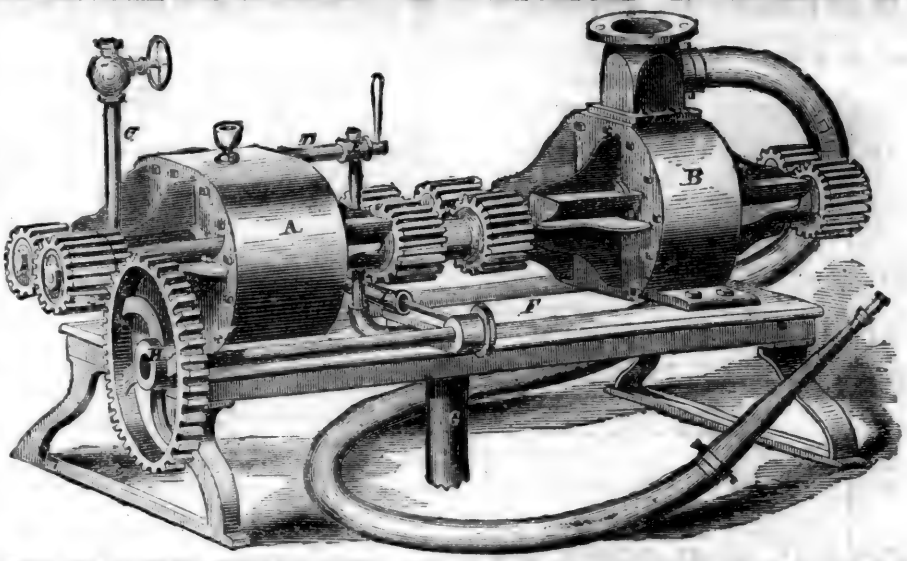
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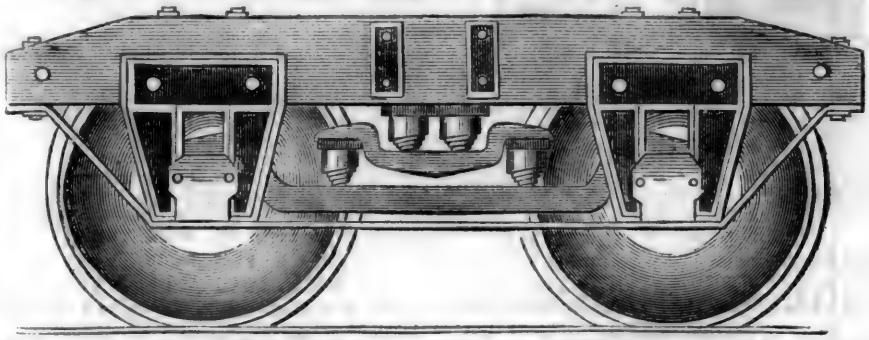
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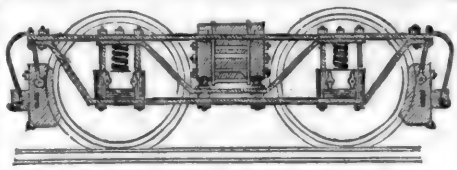
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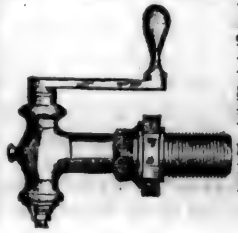
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Victoria Bridge.....213, 197
Vicksburg, Shreveport and Texas Railroad...199
Eastern Shore (Md.) Railroad Bill.....200
Delaware, Lackawanna and Western Railroad.200
Alleghany Valley Railroad.....201
Southern Pacific Railroad of Texas 201
Finances of Louisiana.....202
Finances of Michigan.....202
Delivery of Baggage, Liability of Company for, When Destroyed by Fire in the Depot..202
Hog Trade of the West.....202
Bridge over Galveston Channel 203
Decision Against the City of Pittsburg 203
Railroads in Massachusetts.....204
Causes of Diminution of Traffic of Western Roads.....212
Illinois Central Railroad.....213
Galena and Chicago Railroad.....213
European and American Railroads.....714
Finances of California.....216
Mineral Point Railroad.....216

American Railroad Journal.

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(For the American Railroad Journal.)

Victoria Bridge.

So much has recently been written and said in laudation of that crowning achievement in engineering, the VICTORIA Bridge; so many pæans have been sung in praise of its majestic proportions—its vast strength and its indestructible character—and such a scramble has been witnessed for the monopoly of the credit of its design, that the public have become accustomed to regard it as the eighth wonder of the world, and any question as to the propriety of the structure in any one of its features has already come to be considered rank heresy.

All parties connected with it, from the principal officials in charge down to the humblest artizan who hammered the rivets, have formed themselves into a mutual admiration society, and complimentary toasts and speeches of congratulation between engineers and contractors and directors, upon its final completion, have been so bounteously and lavishly spread before the public, that engineers and constructors who have ventured to entertain a *doubt* of anything asserted or claimed for this bridge have become dumbfounded by the din, and have hardly dared to express an opinion for fear of being read out of the profession, and of being considered decidedly behind the age.

But there are engineers, not only in our own country but in England, who have, from the commencement of the undertaking, held the opinion that this great structure does not fulfil either in an engineering or financial point of view, the desired conditions; and their opinions have not been changed by all the din of praises which have been showered upon bridge or its constructors. Among these heretics, Mr. Editor, at the risk of excommunication, I, with great fear and trembling, venture to class myself.

That it is an immense structure, no on can deny. The pockets of those who furnished the money bear testimony to this fact. But its immensity has very little to do with its merits in an engineering or commercial point of view. So far as engineering skill is concerned, quite as much is involved in construction of one span as of twenty; for the bridge is but the repetition of single spans, and this repetition is merely a question of dollars and cents. Were it not for the phenomena which occurs at the "taking" and breaking up of the ice on the river, the task of bridging the St. Lawrence at this point would present only the most ordinary character of engineering work, involving no questions of doubt, or contingencies beyond those found in every ordinary railway bridge. The design of bridging the river at this point is no new idea, originating with the Grand Trunk Railway Co. The first projectors of the Atlantic and St. Lawrence and the St. Lawrence and Atlantic Railroads, forming the line from Montreal to Portland, early foresaw the probability of its construction; and there can be no doubt that its first inception originated with the Hon. John Young, of Montreal, one of the directors of the former road. In 1846, Mr. Edward F. Gay was employed to make a survey, plans, and report, but his attention was given more particularly to two sites some distance above the present one. In the same year, Mr. A. C. Morton, then Chief Engineer of the two roads, made a thorough series of soundings over the whole extent of the present site of the bridge, with a view of ascertaining the extent of the *under* water difficulties involved; and the line from Longueiul to St. Hilare was *located and constructed* under the direction of Mr. Morton, *with especial reference to a bridge from St. Lambert to Point St. Charles.* So far as the site could be generally determined upon at that early day, it was decided by these surveys, long before the Grand Trunk Railway Company had an existence. In 1851, Mr. Thomas C. Keefer, a Canadian Engineer, was employed by the Montreal and Kingston Railroad Co., to examine the site with a view to an estimate of cost upon some definite plan. Probably no person could have been selected better able to measure, safely, the difficulties to be encountered from the phenomena referred to. Mr. Keefer had for years been familiar with the locality, and his experience had been extensive upon the Canadian rivers. The *ice* phenomena had been his study, and the very able report made by him in 1853 showed that he fully understood his subject. It is quite evident from the whole tenor of his report, that Mr. Keefer did not consider the bridge as involving any extraordinary difficulties. Its general site had been fixed for years, and it was undoubtedly the best that could have been selected. Very little difficulty could be apprehended in determining the water way, or the opening of each span; for, the considerations usually controling these features had but little weight at this point, within reasonable limits, as the number of piers could be increased or diminished without sensibly affecting the stream in consequence of its width. The height of the bridge was fixed by the Canadian authorities. The *ice* phenomena were well understood, at least by American engineers, and it simply remained to design such an arrangement of piers, and such a plan of superstructure as would give the required strength at the lowest cost—or in other words, it was necessary to *understand the ice phenomena.* Mr. Keefer's design was for piers of stone, surrounded by large "shoes" of cribwork, which were to be used as coffer dams for the purpose of laying the *under* water masonry, and were to be left as *ice breakers,* and protectors to the piers. The openings were to be 300 feet each, between the piers,

or 240 feet between the "shoes," except at the centre or channel opening, where the span was to be 400 feet. The "shoes" were to form inclined planes on the upper ends, upon which the ice would impinge and rise until it broke, or crushed by its own weight. The center span was designed to be of *iron*; all the others of wood. The estimate for the whole structure, including approaches, was £320,000 sterling, or $1,600,000; and Mr. Keefer, in common with other advocates for a bridge, considered that the chief difficulty would be in obtaining even this sum. So far as the engineering difficulties were involved, they seem not to have given him any uneasiness; for he says "A wooden bridge properly constructed and protected will last at least half a century; and if it were not for the contingency of *fire*, would be all that is needed. The risk of fire should not, however, operate against the construction of the bridge, if the more expensive structure be unattainable; because it is slight, considering the vast number of wooden railway bridges in America, and would be reduced in the present instance to a very remote contingency." This was the plan and report and estimate made by an Engineer who had witnessed and studied for years the ice phenomena of the St. Lawrence, with a view to understand them, so that he might not underrate or overrate their effects upon the contemplated bridge. Mr. Keefer's plans, however, were not adopted; but in March, 1853, the contract for the *present* bridge was signed. In September of that year, Mr. Stephenson went to Canada, and left in November. He did not witness the *ice* phenomena, for the river did not close until late in December; *but if he had, it could not have influenced his choice of plan, as this had been decided and contracted for, six months before he visited the country.*

Mr. Stephenson's recommendation of the present design did not therefore depend upon his *own* acquaintance with the locality; and although in one of his reports, to which I shall hereafter refer, he says—"That Mr. Keefer's experience from long residence in the country, entitles his opinion as to the proper character of such works to confidence;" yet he adopts an entirely different design, costing £1,400,000 sterling, while Mr. Keefer's "experience" says a good and substantial bridge should be erected for £320,000.

I refer to these facts in order that the true history of the bridge may be known; and also, that I may not be liable to the charge of presumption in advancing my opinion against the authority of such a name as Mr. Stephenson's, to which charge I should be justly open, if I believed he had had opportunity to understand the requirements of this particular case. To have obtained sufficient knowledge of all the circumstances and conditions governing the entire character of such a work, with the cursory examination given to the site by him during its summer aspect, and with no greater personal knowledge of the difficulties to be encountered, than could have been obtained by a photograph, would have required an intelligence more than human; and although I class myself among his most enthusiastic admirers, I do not allow myself to consider him as anything more than a man—hence I may be pardoned for not believing what has become a dogma in the creed of certain engineers, viz: that the Victoria Bridge, as designed and completed, is exactly, in every respect, the most economical and appropriate structure that could have been erected.

The true province of an engineer is to adopt his structure to its locality and its duty, without either overrating or underrating the difficulties to be encountered; and to provide a sufficiency, but not an excess, of strength. To go beyond this, is an error in engineering as great as to go below it. Any engineer can build a pyramid like those of Egypt, if means are furnished him; but if the pyramid is only designed to carry a *mouse* upon its summit, the object may be accomplished by a more appropriate and economical structure. I am not by any means alone in the opinion, that the difficulties in this case were vastly *overrated*—and that a vague and indefinite fear of probable risks, from phenomena not understood, has been the cause of a most useless expenditure of an enormous amount of money. Beyond this, that an excessive cost not at all warranted by the necessities of the case has been incurred in parts of the structure, having nothing whatever to do with its capacity to withstand these phenomena; but which have a simple duty to perform, the nature of which is well understood; and to perform which, the required strength, is a matter not only capable of the most exact mathematical demonstration, but which has been *practically* demonstrated beyond all question of doubt, by a variety of more economical plans.

The points I make are these:

1st. That an unnecessary expenditure has been made in the dimensions and quantity of masonry, even conceding the general design of the bridge to be correct and the enormous cost of foundations to be unavoidable.

2d. That a different and efficient foundation might have been put in at an immense saving of cost.

3d. That with the present openings, and for the strength required, the tubular plan is the most inappropriate and expensive that could have been adopted, whether compared with various other descriptions of iron girders, or with wooden trusses.

4th. Conceding a tubular bridge to be the proper plan, that a very large saving might have been made at the contract valuation of the different parts, by a different arrangement of openings, and by a proper use of the advantages to be obtained by continuity of spans.

5th. Conceding the plan to be correct in every particular, both in regards to foundations, masonry and superstructure, that the price paid for the work was excessive.

Before discussing these questions, and as I shall have occasion frequently to quote from the reports to which I am about to refer, it may be as well to state that in the year 1855, some idea that a large amount of expenditure was needlessly involved in the plans then being carried out, had crept into the sanctum of the London Board of Directors. One of their number, Mr. Robert McCalmont, became so convinced of this, that in April of 1856 he addressed the following communication to the Board.

3 Crown Court Philpot Lane,
London, April 30th, 1856.

GENTLEMEN:—Having for some time past endeavored to enlist my co-Directors in an enquiry as to whether such an expenditure as £1,400,000, for a connecting link in your railway system across the St. Lawrence, be unavoidable; and failing to obtain from them that cordial and energetic co-operation which I believe the case to deserve, my feeling of responsibility compels me to make known to you the steps which I have considered it right to take in furtherance of your interests. I now, therefore, beg to lay before you a letter dated 29th March, from Charles Liddell, Esq., Civil Engineer, of No. 24 Abingdon Street, Westminster, together with the correspondence and reports to which it refers, on the subject of the Victoria Bridge across the St. Lawrence at Montreal.

These communications between Mr. Liddell and me, were preceded by the refusal of Mr. Stephenson to confer with him on the subject, when invited on behalf of the Board to do so. It seemed to me intolerable that an enquiry should be thus eluded by the exclusion of the company from professional opinions beyond those of Mr. Stephenson's selection, in which he would naturally seek support for the conclusions to which he had committed himself.

It will be in your recollection that at the public meeting, held at the City of London Tavern, in July last, when your sanction was obtained to certain concessions made to the contractors, it was announced that they had consented to a modification of the contract for the Bridge; that the works on it were to be almost suspended for some time; (partly on financial grounds, but also in conformity with an assurance from Mr. Stephenson, that until the plans of the Bridge should be re-considered, the progress of the works was to be *strictly confined to those portions, such as the approaches*, which would be common to *whatever structure might eventually be adopted*—an assurance, by the way, strangely irreconcilable with paragraph 70 in his report, and paragraph 20 in the report of his assistant, Mr. Clarke;) and you were assured of the existence of "an opportunity for considering whether some plan of construction may not be devised whereby all the advantages to be derived from completing this important link in the great chain of communication, may be obtained at a less charge upon the undertaking."

I am constrained to express my opinion that any expectation of such a result, although attainable, will prove a delusion, unless an unreserved and candid inquiry into the subject be insisted on. As regards the plans, an overwhelming preponderance of authority as well as demonstration, will be found in favor of a more economical construction than that prescribed by Mr. Stephenson; and as regards the contract, which according to the prospectus is founded upon estimates framed by Messrs. Stephenson and A. M. Ross, I affirm, that, fraud being out of the question, these estimates are based upon error.

The documents now laid before you may help to suggest a future course. They deserve your attentive perusal and consideration.

Surely amongst the shareholders there must be many gentlemen competent to form a correct judgment on the matter; and I trust that some of you will come forward and organize a committee, to grapple with the subject. What is to be insisted on is *inquiry*—uncompromising and straightforward inquiry—with a determination to arrive at a knowledge of the true merits of the case, and so to be in a position to deal with whatever circumstances may arise.

The Board is in the dark, and is consequently unqualified to negotiate intelligently with the contractors, either under existing circumstances, or probable contingencies. Pending such considera tion of the subject as I trust you will institute and insist upon, all expenditure upon the bridge ought to be arrested. In the hope that a suitable inquiry may be instituted by you, I will abstain from comment upon the reckless manner in which the company are being led on in regard to this bridge.

Before concluding I beg to acquaint you, that as the exercise of that reserve which may become a director, is incompatible with my sense of duty to you, I have, in order to qualify myself, for addressing you as I now do, judged it expedient to withdraw from the Board, and I have accordingly tendered my resignation as a director.

I am, gentlemen,

Your obedient servant,

ROBERT MCCALMONT.

The paragraphs referred to in the above communication are as follows:

1st. From Stephenson's report to the chairman and directors, November 3d, 1855.

"In all that has been said respecting the comparative merits of the different systems of roadway, you will perceive that a complete, or wooden structure has not been alluded to because, * * * And as a third reason, the construction of the tubular roadway *is already so far advanced*, that any alterations to the extent of abandoning iron, and adopting wood must involve monetary questions of so serious a nature as to render *the subject beyond discussion, or even being thought of in this report.*"

2d. From the report of Mr. Clarke to the same, dated Dec. 12, 1855:

"I have arrived at these conclusions, apart entirely from the consideration, that contracts, involving great loss, if they are broken through, *have been already entered into for these girders, and some progress made in their construction*—"

This communication of Mr. McCalmont's was accompanied by a copy of a letter from him to Mr. Liddell, dated August 9, 1855, in which he informs him that he has been requested by the Grand Trunk Board to submit a report of his opinion as to the most economical mode of constructing a permanent and substantial railway bridge across the St. Lawrence, etc., and was also accompanied by a letter from Mr. Liddell to Mr. McCalmont, dated March 29th, 1856, in which he states that he had complied with the request of the Board as contained in Mr. McCalmont's letter, but that the Board had refused to receive it, excepting from Mr. McCalmont and as a private report made to *him*,—that notwithstanding this, it was, as it appeared, given into the hands of Mr. Stephenson to answer, and this was done by a report from him as well as by reports from Mr. Brunel, Mr. Ross and Mr. Clarke.

This letter of Mr. Liddell to Mr. McCalmont was accompanied by a copy of his original report, and also by his replies to the subsequent reports of Mr. Stephenson, and the other gentlemen mentioned, which were sent to Mr. Liddell privately by Mr. McCalmont.

Mr. Liddell's report and his replies to the other reports are so complete a demonstration of the errors made in adopting the expensive plan which has been carried out, and showed so conclusively that a permanent and substantial structure might be erected across the St. Lawrence for £400,000 sterling, thereby saving £1,000,000, and they contain matters of such general interest in this connection that I shall quote from them extensively; hence I have been somewhat particular in tracing the history of their origin. Any comment upon the manner in which was conducted an inquiry of such importance, involving the question of saving so vast an amount of money, and upon the manner in which the whole subject was finally stifled in "red tape," and laid aside, is unnecessary—at all events foreign to my subject. It simply showed that certain parties understood that they had hold of a golden goose, and that they had the skill to hold it until it was fairly plucked.

(To be continued.)

Vicksburg, Shreveport and Texas Railroad.

This road commences at a point on the Mississippi river, opposite Vicksburg, and extends in an almost perfect air line, through the counties of Madison, Carroll, Ouachita, Union, Jackson, Bienville, Bossier and Caddo, to the Texas boundary, a distance of 190 miles. The route has been definitely fixed. Messrs. FANNIN, GRANT & Co. have the contract for building and equipping that portion of it lying between the Mississippi and Shreveport, 170 miles. At the date of the last annual report of the company, September 26, 1859, the cars were running to Quebec, on the Tensas river, 27 miles; and the contractors were at work laying down the rails, and daily extending the line of road towards Monroe. There were ten or twelve miles of clearing and grubbing, and about 80,000 cubic yards of earth work still to be done to complete the grading of the eastern division; but the work was so far in advance of the track laying as not to delay the progress of the road. A moderate force had also been kept at work in the parish of Caddo, upon the western division, by the contractors, Messrs. W. G. BONNER & Co.

The company had on hand rails, chairs and spikes sufficient to lay seven miles of track; and had purchased 5,250 tons of rails with chairs rolled to match the rails, sufficient to complete the road to Monroe, and lay the track across the parish of Caddo, from Red River to its junction with the Southern Pacific Railroad at the Texas State Line.

A first-class locomotive had been purchased from the Rogers Locomotive Works for this division. The locomotive, together with a portion of the first arrival of iron were to be sent to Shreveport, and the residue to De Soto. It was also intended to bring a portion of subsequent arrivals up the Ouachita river so as to enable the contractors to commence laying track from Monroe east in the spring.

The following is a statement of the amount expended during the year:

For work done and materials furnished, iron, locomotive, etc.	$156,146 83
Engineering	10,349 37
Salaries	7,100 00
Contingent expenses	4,796 71
Commissions	4,077 54
Interest (balance)	4,413 08
Depot grounds and right of way	119 14
Office expenses and printing	1,198 69
Total	$188,201 80

These amounts added to the expenditures previously reported show the entire amount of expenditures from the commencement of operations to the date of the report:

For construction and materials	$920,874 25
Surveying and engineering	80,284 54
Salaries	33,175 51
Commissions	12,866 15
Interest (balance)	21,539 57
Depot grounds and right of way	22,190 24
Law charges	10,690 86
Land grant expenses	3,176 60
Contingent expenses	5,648 38
Office expenses and printing	7,173 70
	$1,117,619 80
Cash assets	102,209 55
	$1,219,829 85

The entire amount received by the company from commencement of operations to date of the report, has been derived from the following sources:

Individual subscriptions	$422,767 07
Less reduction of tax	22,138 30
	$400,628 77
Contractors paid on their subsc'pt'ns.	260,038 67
State of Louisiana on its " .	203,000 00
Parish of Madison " " .	88,029 92
" Caddo " " .	81,781 94
City of Shreveport " " .	17,911 04
Land sold, rent, voluntary subscriptions, etc.	2,783 94
Bonds earned by Bonner & Co.	30,482 82
" " Fannin, Grant & Co.	48,439 91
Cash due to " " " .	40,332 34
Due on bills payable for money borrowed	46,400 00
	$1,219,829 85

The last two items exhibit the local indebtedness of the company, which is less, by $15,477.21, than the aggregate of cash and cash assets on hand. The purchase of iron is not included in this statement, excepting the amount paid in England for iron already shipped, which is included in the expenditures for the past year.

The means for prosecuting the work to completion are:

Individual subscriptions		$341,882 92
Less amount supposed uncollectable.		152,300 00
		$189,582 93
Parish of Madison, payable in cash		11,970 08
" Caddo, " "		18,218 06
City of Shreveport, " "		12,088 96
State subscription, " bonds.		422,000 00
City of Vicksburg, payable in cash, in five equal annual instalments		100,000 00
Subscription of Fannin, Grant & Co.		1,557,575 00
First mortgage bonds	$2,000,000 00	
Less taken by cont'tors.	79,000 00	
		1,921,000 00
About 400,000 acres of land, at $10		4,000,000 00
Cash on hand	$102,209 55	
Less present indebtedness	86,732 34	
		15,477 21
		$8,247,912 24
Add to this the value of 27 miles of furnished road		800,000 00
Work done on unfinished road, materials on hand, including iron paid for		450,000 00
Right of way, depot grounds, etc.		300,000 00
		$9,807,912 24
Against which there will be only—		
Stock subscriptions		$3,300,000 00
Bonds		2,000,000 00
		$5,300,000 00

When the road is finished, the revenue from it

will no doubt be sufficient to pay the bonds, and also fair dividends to the stockholders; and if so, the stock must eventually become very valuable. The report says:

One thing is certain, under the present system of management, there is not the least danger in the world that the road will ever be sold for debt and the stock be lost to the present subscribers. Some of our subscribers have been apprehensive that under conditions of penalties and forfeitures in the contract with Fannin, Grant & Co., that company having possession of the portion of road being built by them, would eventually become the owners of the entire road. If there were ever any just grounds for such apprehensions, they have been entirely removed by a supplemental contract made with them during the past year, to the mutual advantages of all parties; whereby they agree to deliver the road to the stockholders of this company unconditionally on the first day of January, 1864. The time was extended to them to that day, in consideration of the failure upon our part to make the payments and furnish the iron as we had contracted to do, whereby they would have lost the use and revenues of the road for a corresponding time, and which they were entitled to receive as a part of the price for the work done and capital advanced to build the road.

It is in contemplation to have the entire contract printed for distribution among the Stock holders, as the best means to remove the vague and unfounded impressions which prevail here and there in regard to it. We may embrace this opportunity, however, to repeat our entire confidence in the ability, the good faith and integrity of that company. It was a great achievement to secure the services of an association of gentlemen possessed of so much means, and embodying so much practical experience in railroad building.

The office of this company is at Monroe, La. The officers are:

President, C. G. Young.
Treasurer, Jos. F. M'Guire.
Secretary, O. D. Stillman.

Eastern Shore (Md.) Railroad Bill.

The passage, by the Legislature of Maryland, of the Eastern Shore Railroad Bill, which has been before that body for the past 10 years, is a subject of great rejoicing among those who are to be immediately benefitted by the appropriations. The claim of the Eastern Shore Railroad Company was for her portion of the eight millions of dollars appropriated at the December session of 1835. One million of dollars of the whole sum appropriated at that time for the prosecution of works of internal improvement, was allotted to this company, upon condition that the subscriptions to the capital stock of the company, including the subscriptions authorized on the part of the State be adequate to the construction of th road. Only $52,764 of the million dollars appropriated has been spent exclusively upon the Eastern Shore Railroad, or on any other work of internal improvement in that part of the State. When the appropriation was made and the million dollars allotted to the Eastern Shore, the faith of the State was pledged that it should be held sacred, to be applied only to internal improvements for that section.

The bill passed gives vitality to the act of 1835, and provides that the sums thereby appropriated, (making in the aggregate $847,235,) shall be paid in instalments, so that over eight years will be consumed in liquidating it. It further provides for the levying of a tax to meet the appropriation, and that the fund be divided upon the basis of the levy made on assessed property of the different counties of the Eastern Shore for the year 1859. The amount of the appropriation is divided as follows:

To the Maryland and Delaware R. R. Co. (The road runs through the counties of Queen Anne, Caroline and Talbot.)	$140,357
To the Kent County Railroad Company the sum of	$101,531
To the Queen Anne's and Kent Railroad the sum of	110,455
To the Eastern Shore Railroad the further sum of	112,738
To the Worchester R. R. Co. the sum of	99,100
To the Choptank and Mispillion Railroad Company the sum of	13,000
To the Elkton and Sassafras River Railroad Company	58,000
To the Philadelphia and Baltimore Central Railroad Company	25,000
To the Bohemia Bridge Co. the sum of	15,877
To the Columbia and Port Deposite Railroad Company	70,000

Delaware, Lackawanna and Western R. R.

The fiscal year of this company closed December 31, 1859. We have received a copy of the report of the Board of Managers, showing the operations of the road during the year and the condition of the company's affairs at its close. The revenue from the various sources of income was as follows:

From transportation of coal		$1,280,657 52
" " merchandise	305,189 47	
" " passengers	123,844 17	
" " expr'ss fr'ght	5,667 86	
" " mails	9,805 00	
" rents	1,831 08	
" use of locomotives	9,011 35	
" use of cars	12,600 71	
" telegraph, storage, etc.	941 30	
		$1,749,547 96
The expenses during the year were a little less than 40 per cent. of the gross earnings, and amounted to		637,111 66
Net revenue from transp. depart.		$1,062,436 30

The receipts from transportation of coal is chiefly for freight charged on that sent to market by the company. The rate thus charged on their own road is, from Scranton south, 2 cents per gross ton per mile, and from Scranton north, 2 cents per net ton per mile, and on connecting roads, what is actually paid, adding ¼ cent. per ton per mile for the use of cars—this being exclusive of the charge for hauling, when such service is performed on other roads by this company. The expenses include all repairs and other expenditures of every kind, not properly chargeable to the construction of the road—*nothing having been charged to the latter account, except entirely new work.* Neither has there been any charge made against the "Renewal funds." The business of the coal department was as follows:

The value of coal on hand 31st December, 1858, was		$214,686 43
The amount paid for coal mined and purchased, and for other expenses, during the year 1859, was		2,526,451 46
Total		$2,741,137 89
The amount received for coal in 1859 was	$2,422,066 11	
The amount received for rents	3,530 32	
The value of coal on hand 31st December, 1859, was	154,410 90	
		2,580,007 33
Less in coal department		$161,130 50

The quantity sent to market in 1859 was 829,434 14-20 net tons, of which 376,412 10-20 tons were mined by the company, and 453,022 4-20 tons were purchased from other producers. The quantity sold and delivered was 854,655 19-20 tons. The movement of coal in 1859 was 147,770 7-20 tons greater than in 1858.

Income Account.

The balance to the credit of this account on 31st December, 1858, was		$371,863 71
Add net revenue from Transportation Department in 1859	$1,062,436 30	
Add interest on Warren Railroad stock held by the company	17,703 94	
Add interest on L. and Bloomsb. R. R. b'ds, held by the company	3,500 00	
Add income from other sources	3,565 00	
Total		$1,087,205 24
Deduct—		
Loss on coal,	$161,130.46	
Insurance & bad debts,	3,522.43	
Bal. of general int'st account	9,257.94	
		173,910 93
Net earnings for 1859		$913 294 31
Dr.—Interest and rent		586,128 77
Earnings over and above all expenses and interest on debt		$327,165 54
Less amount credited to renewal fund	100,000 00	
		227,165 54
Balance to the credit of income account December 31, 1859		$598,529 35

The amount expended during the year for unsettled right of way, and for new work and equipment necessary to accommodate the increased business of the road was $122,586 01
The amount previously expended was 8,831,707 84

$8,954,293 85

The equipment of the road consists of 71 locomotives; 17 passenger cars, 5 baggage and express cars, 369 freight cars, 3,310 coal cars, and 24 other cars—being an increase since 1857, of 2 locomotives and 544 coal cars. The amount expended the past year for equipment has been $64,360 31.

There has also been completed five miles of double track, and several miles of switches and turn-outs.

The cost of the Warren Railroad to December 31st, 1858, was	$1,541,763 65
Expended in 1859	54,821 84
	$1,596,585 49

For the payments thus made. this company receives an equal amount of the capital stock of the Warren Railroad Company.

The renewal fund now amounts to $410,114 29. The sinking fund established in 1857, now amounts to $125,583 89,—with which $166,128 29 of bonds have been retired. In April next a similar fund is to be commenced, to provide for the payment of the Eastern Extension first mortgage bonds of 1875.

The whole amount of capital stock paid in was $3,360,250.

The road-bed and superstructure is represented to be in very good condition; and the rolling

stock requires the expenditure of only a few thousand dollars to put it in as good order as it was at the commencement of the year.

FINANCIAL STATEMENT, DEC. 31, 1859.

Mortgage bonds issued as follows:

Of 1871		$900,000 00
Of 1875		1,500,000 00
Of 1881		2,600,000 00
		$5,000,000 00
Less amount in Sinking Fund, (face of b'ds cancelled, Coupons collectible on acc't of fund)	$42,000 00	
Less amount retired (b'ds and coupons entirely cancelled	1,000 00	
		43,000 00
		$4,957,000 00
Income bonds, issued as follows (including certificates and stamped coupons):		
Of 1862	$525,687 50	
Of 1865	29,000 00	
Of 1867	764,841 02	
	$1,319,528 52	
Less amount in Sink'g fund (face of bonds cancelled)	124,128 52	
		1,195,400 00
Total amount of funded debt		$6,152,400 00
Bills payable, outstanding		175,882 89
Accounts payable		340,269 15
Total indebtedness		$6,668,552 04

AVAILABLE ASSETS.

Cash on hand, Dec. 31, 1859	$41,225 91	
Bills receivable	283,584 94	
Accounts receivable	205,501 08	
M'tgage and Income b'ds on hand	130,930 00	
Coal on hand	154,410 90	
		815,652 84
Total indebtedness, less available assets		$5,852,899 21
There was also on hand:		
Stock of Lackawanna and Bloomsburg R. R. Co.		$132,450 00
Stock of Washington Mills (taken for debt)		9,500 00
Also materials for operating the road and mines		200,649 12
The amount of outstanding debt on Dec. 1, 1857, (the date of the settlement under the plan of resuscitation,) was, after deducting the available assets then on hand		$6,351,911 91
The balance of indebtedness on Dec. 31, 1859, (as above,) was		5,852,899 21
Decrease of debt		$499,012 41

There were expended for construction in 1858 and 1859, $226,440.23—making expended in two years for reduction of debt and construction, $807,526.65. The report concludes as follows:

In view of the circumstances under which the Income bonds of the company were issued, (about half a million of which were due in less than three years,) the Board did not deem it just to the holders of them to make a division of the profits accrued since the resuscitation of the company. These profits have chiefly been used in reducing the debt, as above shown—a portion, also, having been appropriated toward providing such additional facilities as were imperatively required to do the increased business. The experience of the company for the past two years, when coal has ranged at such low prices, has demonstrated that the only safe policy is to move large quantities. Therefore, in continuation of this policy, it has been decided to move the present year one million of tons; to do which, it was necessary to procure six new engines and 600 coal cars—the road and rolling stock of the Southern Division having been worked to its utmost during the year just closed. Provision has been made for all of these, and they will be ready for use at an early day. A number of the switches and turn-outs will be further lengthened at the opening of spring. These additional facilities for enlarging the business of the company, it is estimated, will require an outlay of about 200,000, which can be met without difficulty from the available assets on hand, which have been allowed to accumulate with this expenditure in view.

The officers for 1860 are:

President, C. R. ROBERTS.

Vice President, R. R. GRAVES.

Secretary and *Treasurer*, A. J. ODELL.

Alleghany Valley Railroad.

The earnings of this road for the fiscal year ending February 1, 1860, were:

From passengers		$52,654 32
" freight		31,310 60
" mails		3,150 00
Total		$87,114 92
The expenses were:		
Operating road, maintaining roadway and equipments	$33,582 02	
Repairing bridges	6,555 90	
Inclined plane	459 45	
Rebuilding passenger car	213 61	
Extension of road to canal,	7,067 68	
		47,878 66
		$39,236 26
Interest on sinking fund	$15,231 00	
Other disbursements	22,669 09	
		37,900 09
Balance		$1,336 17

A comparison of the earnings with those of the previous year shows an increase of $12,197 97, or nearly 16 per cent.; while the expenses, exclusive of extraordinary repairs and work on extension of the road to the canal, have been somewhat less.

The floating debt Febr'y 1, 1859 was	$47,857 21
Same debt now due	36,089 61
A decrease of	$11,767 60
The amount due on the line of the road Feb'y 1, 1859, was	$10,957 20
Amount of same due now	10,237 60
A decrease of	$719 60
Coupons due Feb. 1, 1859	$2,275 00
" " Feb. 1, 1860	12,880 00
An increase of	$10,605 00

There were carried during the year 58,056 passenger; 13,025 tons merchandise, and 33,176 tons coal—aggregate 46,204 tons—being an increase over 1858 of 14,836 tons.

The bonded debt of this company is $400,000, being 400 bonds of $1,000 each, secured by mortgage on 54 miles of road, rolling stock, depots, etc. These bonds are dated July, 1855, payable in 20 years, interest 7 per cent. coupons made payable in New York 1st Jan. and 1st July.

The present terminus of the road is at Kittanning, 44 miles northeast from Pittsburg. Its extension to the mouth of the Mahoning, a distance of 10 miles, would add very largely to its business, without materially increasing the operating expenses. Its further extension to a junction with the Sunbury and Erie road would furnish a very direct route to New York.

The amount of capital stock authorized by the charter is $2,000,000—which was subsequently increased to $3,000,000. The amount subscribed is as follows:

By corporations	$1,693,000
" individuals	380,000
	$2,073,000

The amount of stock actually paid is:

By corporations	$1,300,000
" individuals	360,000
	1,660,000
Leaving due on subscriptions	$413,000

The total cost of road was $1,700,000; of equipment $65,300.

The equipment consists of 4 locomotives; 6 passenger, 22 freight and baggage, and 75 coal cars.

The office of the company is at Pittsburg, Pa. The officers for 1860, are:

President—FELIX R. BRUNOT.

Secretary and Treasurer—JAMES GIBSON.

Superintendent—R. L. MORLEY.

Southern Pacific Railroad of Texas.

The following abstract of a letter received by Calvin Bradley, Esq., of Cincinnati, from R. V. Richardson, Esq., of New Orleans, dated Feb. 22, 1860, gives an authentic and concise statement of the condition of this great work, so far as its charter, land grant and municipal privileges are concerned:

An act was passed, and approved by Gov. Houston on the 8th of February, by the first section of which our company are empowered and authorized to construct and operate an extension of the main stem of our road in the direction of Shreveport, a distance of not exceeding seven miles, so as to connect with any road extending from the Mississippi river.

The loan of six thousand dollars per mile, and the grant of sixteen sections of the land per mile, are given to this extension, by the second section.

The extension is procured with a view of connecting with the Vicksburg and Shreveport Railroad.

By these two sections of the act, the company will receive forty-two thousand dollars, and seventy-one thousand six hundred and eighty acres of land, in addition to former provisions.

Section third provides for a union with the Memphis, El Paso and Pacific Railroad Company upon terms mutually to be agreed upon; the construction of but one road, from the point of union to El Paso, under the name of either company; the union of the stock; and one reservation of land under the charters of the two companies, at the rate of sixteen sections of land per mile.

A bill was passed to repeal the seventeenth section of an act, passed the 7th day of February, 1854. It will be remembered that this seventeenth section gave the power to the Legislature to make provisions by law for repayment to any railroad company of the amount expended in the construction of their road, fixtures, cars, engines, and for chattels and real property then in use; and for all repairs, and interest at the rate of twelve per cent. per annum, after deducting therefrom all tolls, freight, passage money, and all moneys received from the sales of lands donated by the State, with twelve per cent. upon all such sums; then the road with all its fixtures and appurtenances, and all lands donated by the State remaining unsold, to vest in and revert to the State.

The third section of the act, passed 30th Jan'y, 1854, was amended so as to authorize railroad companies to survey their lands in block, and of two sections in size, instead of blocks of thirty-six sections, as formerly provided.

A general amendatory railroad law was passed, providing for the right of way through private property, town and cities, and containing other provisions not essential to be mentioned, except

one section, which possessed a peculiar interest. It saves to all the roads their chartered rights and property, to the extent of road completed, after they may have done anything that works a forfeiture of charter.

After a full and thorough investigation by Governor Houston, he was satisfied that our company had fully complied with the charter and the general laws of the State; and accordingly, on the 7th February, 1860, he issued the Executive mandate to the Commissioner of the General Land Office, instructing him to issue to the company, patents for sixteen sections of land per mile, for twenty-five miles of completed road, amounting to 256,000 acres.

I have a copy of this mandate, with the written opinion endorsed thereon, that the Commissioner will take up the surveys of the Company, for the purpose of issuing patents thereon, as soon as they are reached in order.

I may sum up this report in a few words.

Texas has done all we urged, and will do in the future, as we shall merit. Every department of her government has passed in review the acts of of our company, and all have sustained us. We have only to do our duty, to merit favors at her hands.

Finances of Louisiana.

The following is a statement of the condition of the Treasury and its operations during the year ending December 31, 1859:

Balance in the Treasury 1st January, 1860	$1,275,155 07
Received from all sources, from the 1st of January to the 31st of December, 1859	2,538,901 10
	$3,814,056 17
Paid out during the same period	2,613,730 56
Balance in the Treasury	$1,200,325 71

RECEIPTS.

	In Treasury December 31, 1858.	Rec'd from Dec. 31, '58, to Dec. 31, 1859.	Total.
General Fund	$ 621	$1,304,943	$1,305,555
Current Sch'l fund	185,949	540,061	726,010
Int. Imp. tax fund.	145,126	111,357	246,483
Int. Imp. fund	425	20,993	21,418
Road and levee fd.	10,847	.....	10,487
Levee and drain fd	778,702	355,522	1,134,225
Red'ption of State debt fund	6,058	14,250	20,305
Free School fund.	102,611	105,732	308,342
Free School accumulat'g fund.	36,649	73,305	109,264
Seminary fd, (sale of lands,)	338	419	757
Seminary fund Int.	8,190	12,330	20,520
	$1,275,155	$2,538,901	$3,814,056

PAYMENTS.

	Paid from Dec. 31, '58, to Dec. 31, 1859.	Balance in Treasury, Dec. 31, 1859.	Total.
General Fund	$1,171,859	$133,696	$1,305,555
Current Sch'l fd	401,753	324,256	726,010
Int. Imp. tax fd.	130,383	126,099	256,483
Inter'l Imp. fd.	19,850	1,568	21,418
R'd and levee fd	10,031	256	10,487
Levee and drainage fund	751,226	382,998	1,134,224
Red'pt'n of State debt fund	11,818	8,488	20,306
Free Sch'l fund.	100,956	107,387	208,342
Free School accumulat'g fd.	7,464	102,490	109,954
Seminary fund, (sale of lands)	94	756	757
Semin'y fd. Int.	8,190	12,330	20,520
	$2,613,730	$1,200,325	$3,814,056

Finances of Michigan.

The Michigan State Auditor's report for 1859 shows the funded and fundable debt not yet due to be as follows:

Penitentiary b'ds, due January, 1869.	$40,000 00
Int. Imp. warrant bonds, payable on demand	50 00
Full paid 5,000,000 Loan Bonds, due 1866	177,000 00
Adjusted bonds, due Jan., 1863	1,731,185 00
Temporary loan bonds	50,000 00
Loan of 1858	216,000 00
Total	$2,214,235 00
The part paid 5,000,000 loan bonds, ($170,000) outst'ding, when funded, will amount to	98,856 90
Outstanding Int. Imp. warrants	3,737 04
Total	$2,316,328 94
Canal-bonds guarantied by State	1,000,000 00

The receipts and expenditures were:

	Expended.	Received.
General fund	$378,144 49	$413,869 40
Internal imp'vem't fund	116,037 19	319 21
University fund	69 00	6,391 60
University interest fund	29,100 71	19,004 87
Primary School fund	39 50	19,643 32
Prim. School Int. fund.	106,661 00	69,736 45
Normal School fund	.....	630 00
Normal Sch'l Int. fund.	11,803 65	80,024 08
Swamp Land fund	16,934 24	73,094 18
Swamp Land Int. fund.	363 53	7,588 10
State Building fund	3 55	1,178 16
Asylum fund	42,692 38	3,272 68
Mich. Cent. R. R. dep'ts.	68 75	.....
Sault Ste. Marie Canal fund	35,324 74	106,253 86
St. Jo. Val. R. R. dep'ts.	60 00	.....
Military fund.	1,520 00	.....
*Bal. charged to State Treas., Nov. 30, 1856.	163,573 36	.....
Total	$900,396 99	$900,396 00

* To this amount add $3 86 for outstanding warrants, which will make $161,577.22, the amount in the hands of the State Treasurer, Nov. 30, 1859.

Hog Trade of the West.

The Cincinnati *Price Current* presents its usual full and reliable statement of pork packing in the Western States. We take from it the following

RECAPITULATION.

	1858-59.	1859-60.
Ohio	638,397	680,858
Indiana	412,289	404,046
Illinois	591,380	504,935
Kentucky	396 117	822,487
Missouri	163,774	190,260
Iowa	163,974	166,935
Wisconsin	33,932	54,500
Tennessee	65,172	26,800
Grand totals	2,465,035	2,350,822
Decrease	114,213	

The decrease is equal to 4⅝ per cent.

Now, then, having given the details, we find the following result:

	Hogs.
Decrease in No., 4⅝ per cent. equal to	114,213
Decrease in weight, 11-16th of 1 per cent. equal to	16,946
Total decrease	131,159

This is equal to 5⅜ per cent. less than the crop last year, 1⅞ per cent. less than the crop of 1857-8, but 16⅝ per cent. greater than the crop of 1856-7. We expected to have been able to give the entire shipments to the East by the different channels, but have failed to obtain the receipts at Buffalo, and the shipments from Wheeling and Moundville over the Baltimore and Ohio Railroad. Otherwise we have the whole number of hogs shipped this season and last, from October 1 to February 1, as follows:

	1858-9.	1859-60.
From Dunkirk via New York and Erie Railroad	88,725	67,043
From Pittsburg via C. Pa. R. R.	92,250	61,608
From Detroit, via Great Western Railway	81,755	66,820
From Parkersburg via Baltimore and Ohio Railroad	14,390	18 668
Total	277,120	214,037
Decrease	63,083	

Journal of Railroad Law.

DELIVERY OF BAGGAGE, LIABILITY OF COMPANY FOR, WHEN DESTROYED BY FIRE IN THE DEPOT.

The case of Cary *versus* Cleveland and Toledo Railroad, recently decided in the Supreme Court of New York, reviews the law of the liability of companies for baggage not immediately taken by its owner on its arrival to its place of destination, but left by him a *reasonable* length of time in charge of the company. It appears that on the 12th of February, 1856, the plaintiff's assignor bought of the defendant at Toledo a passage ticket for Buffalo over their roads, and delivered her baggage to the baggage agents of the defendant, who gave her a check entitling her to receive it at Buffalo. The cars did not arrive at Buffalo until late at night on the 13th of February, having been detained by storms and obstructions, and then, the train in which she was a passenger, arrived at the same time with two other trains that had been detained by the same obstructions. Consequent upon this there was an unusual crowd of passengers and accumulation of baggage at the station. The car in which the plaintiff's assignor was, remained outside of the car-house when the baggage was delivered. The plaintiff's assignor, being a female and traveling alone, did not claim her baggage that night, but went immediately to her hotel. On calling for it the next morning, it could not be found. The car-house and a large quantity of baggage was destroyed by fire during the night, and the evidence justified the conclusion that the trunk, the value of which, with its contents, was claimed in this action, was among the baggage destroyed.

At the trial the case was decided in favor of the plaintiff, from which the defendant appealed upon exceptions to the charge of the judge. We transfer to our columns the opinion of the General Term of the Court deciding the appeal, so far as it relates to the point under consideration.

W. F. ALLEN, J.—The relative rights of passengers and railroad companies in regard to the delivery of the luggage at the end of the passage, and the liabilities of the companies in respect to it and the time when their responsibility as carriers cease, has not been much discussed, so far as adjudged cases have come under my notice. The duties which the proprietors of railroads owe to their passengers, in respect to their baggage, are not in all respects analogous to the duties resulting from the ordinary contract for the carriage of merchandise, or from the liabilities of a common carrier of merchandise. Still the rules which govern that class of bailments furnish, in most cases, the rules by which rights and liabilities of passengers and railroad proprietors may be determined.

If the rule is, that the liability of the carrier of persons and their baggage, as a carrier of the baggage, ceases at the instant of its arrival at the terminus at which it is to be delivered, or as soon as

it can be claimed by, and delivered to, the owner, then the charge of the judge was erroneous in the case before us.

The fair import of the charge was that the passenger was not bound at once to demand his baggage, but that he had a reasonable time within which to make the demand, and that the liability of the road, as carriers, continued until such reasonable time had elapsed; and that such reasonable time was to be determined from all the circumstances of each case. That if the baggage was left beyond an unreasonable time, the character of the bailment changed, and the proprietors of the road were liable as warehousemen simply, to be charged only for want of ordinary care. In Thomas *vs.* The Boston and Providence Railroad Company, it was held that the proprietors of a railroad who transport goods over their road for hire, and deposit them in their warehouse, without additional charge, until the owner or consignee has a reasonable time to take them away, are not liable, as common carriers, for the loss of the goods by fire, without any negligence or default on their part after the goods are unladen from the cars, and placed in the warehouse, but are liable as warehousemen only; although the owner or consignee has no opportunity to take the goods away before the fire.

Chief Justice Shaw says that the contract is, "that they will carry the goods safely to the place of destination, and there discharge them on the platform, and then and there deliver them to the consignee or party entitled to receive them, if he is there ready to take them forthwith; or if the consignee is not there, ready to take them, then to place them securely and keep them safely a reasonable time, ready to be delivered when called for." This we consider to be one entire contract for hire, although there is no separate charge for storage; yet the freight to be paid, fixed by the company as a compensation for the whole service, is paid as well for the temporary storage as for the carriage. From this view of the duty and implied contract of the carriers by railroad, we think there result two distinct liabilities: first, that of common carriers, and afterwards that of keepers for hire, or warehouse keepers; the obligations of each of which is regulated by law. Upon the assumption that the defendant was liable as a contractor to carry Miss Bedell and her trunk to Buffalo, and there to deliver to her the trunk, the argument of Chief Justice Shaw sustains the charge of the Court upon the trial of this action, to the effect that on proving neglect of the Buffalo and State Line road as warehouse keepers, the defendants would be liable.

There was but one contract, one hiring and one consideration paid for the carriage and storage of the baggage; the contract for storing, resulting from and being an incident to the main contract for carriage. It follows that the party liable upon the main and express contract is liable upon the incidents and implied contract, and the Buffalo and State Line road, in the storage as in the carriage of the trunks, must be deemed the agent of the defendants, performing its contract.

It would be unbecoming in me to review the decision of the very able court, and the argument of the very learned judge by whom the opinion in the case cited was delivered But it is open to the remark that it is highly favorable to carriers of merchandise by railroad, and much more favorable than the rule which, in analogous cases, has been applied to carriers by water or in any other way. It would hold the consignees to a constant watch at the railroad freight depots lest their goods might arrive and be stored in the warehouse of the company before they had knowledge of their arrival, and that without insurance or the responsibility of the carriers, except in the limited capacity of warehouse keepers. In the same case it is intimated that railroad companies are not required to give notice to consignees of the arrival of their goods.

It makes two distinct contracts where the parties make but one. The duty to deliver at the terminus imposes upon the consignee the corresponding duty of receiving the goods at the same place. The freight has been carried, and if further duty or responsibility is imposed upon the bailee it should only be upon a new consideration and under a new contract, express or implied; but within the decision, the bailee, having performed his duty as carrier, for which he receives an agreed compensation, is subjected, at the option of the consignee, to a further liability under a different bailment. The consignee who receives his goods at the platform, on their arrival, but performs his obligation, and has had the full benefit of the contract of the carrier, and yet a negligent consignee not performing his contract is entitled to exact a further service from the carrier, and this simply to the end that the liability of the bailee as carrier may cease at the earliest possible moment, and by a strict construction of the contract in his behalf, or rather by a construction complicated and against the interests of the consignee. A more simple interpretation, and one to my mind more reasonable and more in accordance with the analogies of law, would be to call the contract one of carriage simply and not contemplating storage, and that the contract was to be reasonably performed by both parties; the carrier to deliver upon reasonable request, and at reasonable hours; the consignee to call for and receive his goods as soon as reasonably could be, in accordance with the usage of the place and the nature of the merchandise. If the property is not taken away by the consignee within a reasonable time, then the carrier may relieve himself from further liability by storing it in a suitable place, at the risk and expense of the owner or consignee. The transit in such case, and the liability of the carrier, would cease after the owner or consignee should and might have taken his property.

The circumstances of this case were peculiar, and it would have been unreasonable to require the lady who owned this baggage to demand it on the evening of its arrival at Buffalo, under the penalty of discharging the carrier from responsibility for its safe keeping. It is doubtful whether any female would have had physical strength to succeed, in that crowd, in obtaining possession of a parcel, and no one was called upon to undertake it at the peril of her person and the risk of her health. It was quite late in an inclement night, at the time of the arrival of the trains, and the plaintiff was unable to continue her journey east, as she had expected to do, by reason of the failure of the defendant and its associates to make their running time. These passenger trains arrived at the same time, carrying an unusual crowd of passengers, and a corresponding accumulation of baggage, so much so that the usual places for storing baggage were entirely insufficient for the purpose. It took until nearly twelve o'clock at night to dispose of the baggage. The car in which Miss Bedell was a passenger was excluded from the car house, for want of room, and she very prudently went directly from the car to a hotel, retaining the defendant's check as her voucher for her baggage. This part of the case was properly disposed of at the circuit, and the judgment must be affirmed.

Bridge over Galveston Channel.

We learn from the Galveston *News*, that the railroad bridge over Galveston Channel, between Galveston and Virginia Point, has been completed, and that two locomotives, each with a train of ten freight, and two passenger cars passed over it on the 1st ult. The *News* says:

Our channel, which was the only barrier to the trade and travel from all parts of the State, has finally been spanned by a bridge—the longest bridge in the United States. The consummation of this great enterprise constitutes an era in the history of our city and its commerce that will long be remembered. Heretofore we have been isolated, and the growth and prosperity of our city have only resulted from great natural advantages, and in spite of obstacles that would have rendered almost any other place a barren waste. This bridge opens a bright and auspicious future before us. It will entirely revolutionize our commerce, relieving transportation from more than half their previous burdens in charges, and saving three-fourths of the time heretofore consumed.

Decision against the City of Pittsburg.

In the Supreme Court of Pennsylvania, in the case of Hamilton against the city of Pittsburg, on two bonds issued by the Chartiers Valley Railroad, and guarantied by the city, a decision was rendered, concluding as follows:

That the defendants and their successors in office be and they are hereby commanded forthwith, to make full and ample provision for the payment of all the interest now due upon the bonds issued by the Mayor, Aldermen and citizens of Pittsburg, in payment of their subscriptions of $150,000 to the capital stock of the Chartiers Valley Railroad Company, according to the tenor of said bonds, by the assessment and collection of such taxes as may be necessary for the purpose. And it is further ordered, that the defendants pay the costs of this suit.

In the course of his opinion, Judge Strong remarked that while the impolicy of municipal subscription to stock in railroad companies must be admitted, the constitutionality of laws authorizing them has been sustained not only in Pennsylvania, but in sister States, by a weight and uniformity of judicial decisions such as very few other constitutional views have been able to bring to their support.

Mississippi and Missouri Railroad.

The Mississippi and Missouri Railroad is being extended steadily towards Missouri River. The Chicago *Tribune* says:

Six miles, an extension west of Iowa City, have been in operation for some time. The iron is all on hand, and the work is in such a state of forwardness that sixteen miles more will be added to the line by the 1st of April, only three weeks hence. As soon as the navigation opens, the iron will be shipped west for ten miles, and as soon as possible thereafter the line will be opened to Marengo, 30 miles more, reaching Grinnell, half way between Iowa City and Desmoines, will be graded, and if no unforseen difficulty should prevent, the road will be in operation to Grinnell early in the fall. That point reached, more than one third of the whole distance between the Mississippi and Missouri would be completed.

Railroads in Massachusetts.

ABSTRACT, PREPARED FROM THE RETURNS OF THE SEVERAL RAILROAD CORPORATIONS, FOR THE YEAR ENDING NOVEMBER 30, 1859.

Railroad Corporations.	Capital paid in.	Debts.	Cost of road and equipment.	Assets of the corporation.	Length of road in miles.	L'gth of double track in miles.	L'th of branches in miles.	No. of passengers carried during the y.	Tons of freight transported.	Total income.	Expense of working road.	Amount of interest paid.	Net income.	Per cent. of dividends.	Amount of dividends.	Total surplus.
Agricultural Branch	$203,622	$105,800	$350,228[1]	None.	28.36	.....	.....	[1]	[1]	$14,124	[1]	.....	.....	.	None.	None.
Amherst, Belchert'n & Palm.	85,000[2]	None.	85,000[2]	$1,200	19.56	.....	.....	13,255	7,784	23,678	$17,743	.....	$5,930	6	$5,100	$830
Berkshire	600,000	None.	600,000	8,000[3]	21.14	.....	.....	[4]	[4]	42,560	560[4]	.....	42,000	7	42,000	.....
Boston and Lowell	1,830,000	445,366	2,428,593	243,294	26.75	26.75	1.86	624,944	389,455	531,478	322,679	$25,794	188,005	8	146,400	332,472
Boston and Maine	4,076,975	None.	4,219,741	308,659	74.26	27.79	8.79	1,678,427	276,390	860,119[5]	475,886[6]	None.	384,233	8	332,456	446,425[7]
Boston and Providence	3,160,000	174,220	3,160,000	311,720	47.00	15.75	7.00	1,021,958	259,938	654,674	317,025	10,555	327,094	7	221,200	137,500
Boston and Worcester	4,500,000	529,595	4,728,580	1,022,932	44.62	44.62	24.00	1,603,453	327,350	1,067,071	565,435[8]	2,770	498,866	7	315,000	541,917
Boston, Barre and Gardner	None.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	.....
Cape Cod	681,690	229,499	1,031,625	55,502	46.10	.....	1.04	97,267	42,285	118,726	69,352	14,076	35,298	.	None.	108,471
Cheshire	2,085,925	822,527	3,075,964	87,767	53.65	.....	.....	70,617	125,479	327,742	202,584	53,582	71,576	.	None.	164,208
Connecticut River	1,591,100	252,500	1,801,944	126,321	50.00	.....	2.35	269,101	102,442	271,592	163,367	13,067	95,158	4½&8[9]	82,362	84,664
Danvers	65,120	162,122	218,840	4,800[10]	9.20	.....	.....	[11]	[11]	[11]	100[11]	.....	.....	.	.....	.....
Dorchester and Milton Branch	73,340	42,950	136,789[12]	.....	3.25	.....	.....	[12]	[12]	6,560	3,345[12]	2,100	1,115	.	None.	None.
Eastern	2,858,400	2,091,011	4,591,000	353,411	44.11	16.00	30.51	1,415,594	114,593	693,409	367,604	118,900	206,905	.	None.	120,873
Easton Branch	49,325	4,400	55,894[12]	.....	3.78	.....	.....	19,407	9,940	6,518	2,273[12]	316	3,929	6	3,000	464
Essex	299,108	477,689	747,009	.....	19.86	2.00	1.32	90,604	33,822	62,082	50,418	24,618	l'ss 12,954	.	None.	.....
Fairhaven Branch	228,654	256,464	395,785	95,781	15.11	.....	.....	59,439	10,165	47,694	32,884	12,470	2,341	.	.....	.....
Fitchburg	3,540,000	100,000	3,540,000	329,730	50.93	50.93	16.85	732,908	413,923	659,485	392,035	less th'n rec.	267,450	6	212,400	247,307
Fitchburg and Worcester	214,296	63,200	275,000	None.	13.99	.....	.....	38,521	30,718	48,769	32,140	3,832	12,796	6[14]	10,578	10,029
Grand Junct. R. R. & Depot[15]	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	.....
Hampshire and Hampden	292,951	360,079	577,583[16]	.....	24.96	.....	.....	[16]	[16]	28,791	[16]	.....	.....	.	.....	.....
Hartford and New Haven	[17]	964,000	309,218[17]	.....	5.87	5.87	2.15	219,548	109,596	.....	[17]	.....	.....	.	.....	.....
Horn Pond Branch	2,000	13,238	13,076[18]	.....	.66	.....	.....	.....	18,816	.....	[18]	.....	523	.	None.	None.
Lexington and West Camb'ge	241,200	None.	251,258	28,100	6.63	.....	.....	137,464	20,766	29,997[19]	16,602	.....	13,395	3	11,464	1,931
Lowell and Lawrence	200,000	100,000	363,158	None.	12.35	.....	.....	[20]	[20]	21,805	2,358[20]	6,896[20]	12,551	6	12,000	5,709
Marlborough Branch	60,546	88,441	156,185[21]	None.	3.90	.....	.....	[21]	[21]	3,309	1,051[21]	.....	2,258	.	None.	9,212[21]
Medway Branch	29,000	3,785	37,909[22]	.....	3.60	.....	.....	[22]	[22]	1,662	1,408[22]	.....	254	.	.....	.....
Midland[23]	1,301,400[25]	10,414	.....	.....	74.50	.....	.....	.....	.....	.....	[23]	.....	.....	.	.....	.....
Middleborough and Taunton	148,067	10,300	153,943	3,931	8.04	.....	.....	18,344	13,172	26,637	26,547	684	loss 595	.	.....	102
Nashua and Lowell	600,000	None.	654,603	44,960	14.58	14.20	.....	280,772[26]	174,973	229,205	160,695	.....	68,511	8	48,000	83,504
New Bedford and Taunton	500,000	19,800	547,487	17,220	20.13	.....	1.46	111,997	47,147	143,261	116,937	1,059	25,265	6	30,900	34,952
Newburyport	220,240	433,294	648,969	.....	26.98	.....	.....	113,672	19,370	51,338	37,250	4,095	9,993	.	.....	.....
N. London, Willimantic & P.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	.....
N. York and Boston, in Mass.	223,176	177,853[27]	434,334[28]	.....	32.00[29]	.....	.....	134,186	[28]	22,531	22,534[28]	.....	loss 3	.	.....	.....
Norfolk County, (Trustees of)	[30]	[30]	[30]	[30]	26.00	.....	.....	117,717	24,171	60,228	37,579	None.	22,679	.	.....	30,608
Norwich and Worcester[31]	2,122,500	729,078	2,613,694	166,405	59.40	1.80	7.00	180,045	117,445	351,690	212,324	42,225	97,140	.	.....	.....
Old Colony and Fall River	3,015,100	195,400	3,434,165	567,821	79.50	11.50	7.75	1,265,354	199,298	646,756	340,342	10,331	296,082	6	180,906	567,821
Peterborough and Shirley	263,700	None.	265,327	120,944[32]	14.07	.....	.....	[33]	[33]	22,873	575[33]	675	21,123	.	.....	4,975
Pittsfield and North Adams	450,000	.....	448,678	.....	18.65	.....	.....	47,637	28,287	48,356	23,228	.....	25,128	6	27,000	.....
Provid., Warren & Bristol[34]	287,918	146,076	437,667[35]	.....	13.60	.....	.....	82,306	8,226	26,852	23,023	978	2,851	.	.....	.....
Providence and Worcester[36]	1,510,200	300,000	1,761,542	.....	43.41	6.41	1.00	636,931	142,130	341,837	205,450	15,454	120,933	6	90,612	.....
Salem and Lowell	243,305	227,216	449,530	8,034	16.88	.....	.....	[37]	[37]	20,420[37]	2,924[37]	17,463[37]	43	6	14,598	1,641
South Reading Branch	209,533	.....	299,468[38]	.....	8 15	.....	.22	54,998	19,409	19,736	22,427	.....	loss 2,691	.	.....	.....
South Shore	259,685	156,111	501,993	11,520	11.50	.....	.....	135,388	1,934	58,784	43,321	9,310	6,153	.	.....	44,225
Stockbridge and Pittsfield	448,700	None.	448,700[38]	2,300[39]	21.93	.....	.....	[40]	[40]	31,409	[40]	.....	31,409	7	31,409	.....
Stony Brook	267,300	None.	267,384[41]	.....	13.16	.....	.....	59,590	17,906	53,030	36,687	.....	16,353	6	16,038	538
Stoughton Branch	85,400	None.	99,478[42]	.....	4.04	.....	.....	73,995	25,602	31,639	23,403	.....	8,236	7¼	6,405	6,737
Taunton Branch	250,000	None.	313,156	61,407	11.10	.....	.57	121,860	50,126	155,845	129,166	60	26,618	8	20,000	51,005
Troy and Greenfield	385,206	310,466	478,049[43]	.....	42.55[43]	.....	.....	[43]	[43]	5,333[43]	.....	.....	.....	.	.....	.....
Vermont and Massachusetts	2,214,225	1,003,880	3,516,866[44]	.....	69.00	.....	8.00	86,376	76,297	246,798	140,481	57,422	48,895	.	.....	.....
Western	5,150,000	6,334,246	11,030,279[45]	2,427,641	156.03[45]	97.17	17.33	577,770	448,345	1,767,068	938,792[45]	350,179	478,097	8	412,000	321,844
West Stockbridge	39,600	None.	39,600	None.	2.75	.....	.....	[46]	[46]	1,914	21[46]	.....	1,892	4½	1,782	570
Worcester and Nashua	1,141,000	195,362	1,328,898	74,513	45.69	.76	.....	165,291	101,426	216,444	122,200	10,654	83,590	5½[47]	60,888	67,047
Totals	48,309,508	17,536,381	63,318,849	6,478,363	1,463.28	321.55	139.20	12,356,686	3,808,725	10,101,431	5,702,759	809,564	3,541,413	68.13[48]	2,333,598	3,427,082

Notes to Abstract of Massachusetts Railroad Corporations.

1) Operated and kept in repair by the Boston and Worcester Railroad Company, by whom the motive power and cars are furnished.

2) This sum is the cost to the present company.

3) Eighty shares company's stock.

4) Operated under a lease by the Housatonic Railroad Company; the amount given as expense of working road is for office expenses, etc.

5) Including $17,482 16, income of Danvers Railroad.

6) Including $10,242 25, estimated depreciation on cars and engines, and $21,577 05, cost of operating Danvers Railroad.

7) Including material on hand, etc.

8) Including $9,889 16 for reducing curvature at Brighton.

9) Four and one half on $1,283,600 common stock, and eight per cent. on $307,500 preferred stock.

10) Forty-eight shares capital stock.

11) Operated under a lease by the Boston and Maine Railroad Company; the amount given as expense of working the road is for office expenses, etc.

12) Operated and kept in repair by the Old Colony and Fall River Railroad Company, by whom the motive power and cars are furnished.

13) Operated by the Boston and Providence Railroad Company, by whom the motive power and cars are furnished.

14) On first and second class preferred stock.

15) No report. Property in hands of bondholders.

16) This road is leased to the New Haven and Northampton Railroad Company, by whom the equipment is owned.

17) The capital stock has been merged in the stock of the Hartford and New Haven Railroad Company in Connecticut, by whom this road is operated, kept in repair, and the equipment owned.

18) Operated by the Boston and Lowell Railroad Company, by whom the equipment is owned.

19) Including $8,125, the avails of suits for past earnings.

20) Operated and kept in repair by the Boston and Lowell Railroad Company; the amount given as "expense of working road" is (excepting $104 58) for bills of previous year, and the amount paid for interest is for a period of fourteen months.

21) Equipment owned by the Fitchburg Railroad Company, by whom this road is operated; the amount given as "expense of working road" is for office expenses, taxes, insurance, etc.; and the surplus given includes $3,895 94 for capital stock paid in since last report.

22) This company own no equipment; the road is operated by the trustees of the Norfolk County Railroad bondholders.

23) Formerly Boston and New York Central Railroad.

24) Authorized capital $2.575,000, being the amount of debts and one quarter of the capital stock of the Boston and New York Central Railroad Company, as per act of incorporation.

25) Being the amount of debts, etc., of the Boston and New York Central Railroad Company, purchased.

26) Including Wilton Railroad, and proportions of Salem and Lowell, and Lowell and Lawrence Railroads.

27) Not including $500,000 issued, but not used.

28) Equipment furnished and road operated by Goss & Munson, gravel contractors.

29) Eight and six-tenths miles finished; twenty-three and four-tenths now being graded.

30) The trustees have not the necessary information for answering these interrogatories.

31) Cost in Mass., $773,096.

32) Nominal value of claims, held by company, secured by mortgage.

33) Operated and kept in repair by the Fitchburg Railroad Company; the amount given as "expense of working road" is for office expenses, etc.

34) Cost in Mass., $111,428.

35) Motive power and cars furnished by the Boston and Providence Railroad Company.

36) Cost in Mass., $880,772.

37) Operated and kept in repair by the Boston and Lowell Railroad Company; the "total income" given is for fourteen months; the "expense of working road" (excepting $94 56) is for bills of previous years; the amount paid for interest is for fifteen and a-half months.

38) Own no motive power or cars.

39) Twenty-three shares company's stock.

40) Operated under a lease by the Housatonic Railroad Company.

41) This road is stocked and operated by the Nashua and Lowell Railroad Company.

42) The motive power and cars are furnished by the Boston and Providence Railroad Company by whom the road is operated and kept in repair.

43) The Troy and Greenfield road is in process of construction; the amount given as cost of road and equipment is for construction, land damages and engineering; so far as completed, the road is leased and operated by the Troy and Boston Railroad Company; and the income given is for eight months.

44) Including $248,495 08 charged to Greenfield Branch.

45) Amount given as cost of road and equipment includes $2,586,398 20 for Albany and West Stockbridge, Hudson and Boston, and West Stockbridge roads; the length of road given includes Albany and West Stockbridge Railroad, 38.22 miles; and the expense of working the road includes $1,872 36, loss on Pittsfield and North Adams Railroad.

46) Operated under a lease by the Housatonic, and Hudson and Boston Railroad Companies; the amount given as "expense of working road" is for office expenses, etc.

47) $4 per share.

48) Average rate of dividends on $34,251,806 91 paid capital of dividend-paying corporations, 6 813-1000ths per cent. per annum.

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending March 6, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s—85	and int.
Covington and Lexington, 1st Mortgage	7s—75	and int.
" " " 2d "	7s—66	"
Ohio & Miss., E. D., Construction	7s—22½	"
Cinc., Ham. and Dayton, 2d Mortgage	7s—83	"
Indianap. & Cincinnati, do. do.	7s—76	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 70
Columbus and Xenia	83
Indianapolis & Cincinnati	40
Little Miami	83½

Railroad Earnings.

The February earnings of the Cleveland and Toledo Road were $67,325
February, 1859 56,937

Increase $10,388

The Hudson River Railroad earnings for February compare as follows:

February, 1860 ..... $209,422 63
Do. 1859 ..... 190,588 94

Increase $18,833 69

The following are the earnings of the Illinois Central Road for February:

1860 ..... $186,189 07
1859 ..... 133,183 15

Increase $53,005 92

The gross receipts of the Erie road in February were $345,000
February, 1859 310,000

Increase $35,000

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning), for the month of February, 1860, compared with the same month of last year:

	1859.	1860.
Passengers	$7,776 36	$7,020 31
Freight	24,042 13	25,757 03
Other sources	1,686 85	1,686 85
Totals	$33,505 34	$34,464 19
Increase		$959 75

The February business of the Michigan Southern Railroad was as follows:

	1860.	1859.
Passengers	$43,453 38	$44,136 41
Freight	67,325 14	51,857 14
Mails	4 310 38	4,139 86
Miscellaneous	4,744 09	6,694 37
Total	$119,832 90	$106,827 78

—making an increase of $13,005 12.

The statement of the Illinois Central Railroad Company for February, 1860, is as follows:

Land Department.

Acres land sold in Feb. 1859	1,613.05	for $24,425 07
Acres sold prev'sly	1,241,264.19	" 15,800,288 80
Total	1,242,877.24	for 15,824,713 87
Construction Bonds canceled in Feb., 1860		$17,500
Free Land Bonds canceled		1,000
Bonds canceled previously,		1,554,000
Total Bonds canceled up to Feb. 29.		$1,572,500 00
Cash receipts in Feb., 1860		$31,683 87
Total cash and bonds received to Feb. 29, 1860		$3,389,165 59

Traffic Department.

Total receipts in February, 1860	$186,499 13
Do. do. 1859	133,183 15
Increase	$53,315 98
Total increase since Jan. 31, 1860	108,707 84

The January earnings of the New Albany and Salem (now Louisville, New Albany and Chicago) road, were:

Passengers	$19,398 68
Freight	16,239 16
Expenses, etc.	3,400 00
Total	$39,037 79
Expenditures	36,248 78
Excess of earnings	$2,789 01

Of the expenditures, $6,193 were extraordinary and on account of construction.

The earnings of the Little Miami and Columbus and Xenia Railroad for February, 1860, were:

February, 1860 ..... $91,436 96
February, 1859 ..... 86,477 52

Increase $4,959 44

The earnings of the Cincinnati, Hamilton and Dayton Railroad were for—

February, 1860 ..... $41,911 35
" 1859 ..... 38,299 18

Increase $3,612 17

The earnings of the Galena and Chicago road for February were:

	1859.	1860.
Freight	$41,387 64	$39,058 05
Passengers	23,125 24	19,150 93
Mails, &c.	2,430 03	3,800 00
Total	$66,942 91	$62,008 98
Decrease		4,933 93
Corrected earn'gs for the previous m'th.		60,652 72

The earnings of the Ohio and Mississippi road (Eastern Division) for February were:

From passengers	$15,209 96
" freight	14,369 90
Total	$29,579 86

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	.....	155,628	78,907	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	.....	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	.....	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	.....	.....	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	904,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	127½
31 Dec. '58	74.0	—	.....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	—	...	...	.....	N.Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8	.....
31 Mar. '58	59.0	7.0	.....	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	785,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	.....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	.....	.....	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,536	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	.....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,634	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,666	232.0	.....	1,164,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102½
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,900,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	45
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- '58	138.0	—	.....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	63½
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	58
-- -- '57	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	59½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,457	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	40
31 Dec. '58	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	60.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	.....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	6,639 562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	.....
31 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,238	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	...	...	.....	Penobscot	308,413			180,000	143,678							—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	92½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	67½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,324,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	13
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	99
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860,119	394,475	8	107½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316.522	654,673	337,648	7	.....
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,905	—	74
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	97½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	.....		298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	333,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	153,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,809	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....		223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	.....	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	.....
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32.480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216.327	341,836	136,389	6	103
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	.....		448,700	.....	.....	451,000	ope	r. by Ho	usatun.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	38.5	...	...	.....	Troy and Greenfield	478,048	.....		385,200	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	72
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,929,054	1,767,068	830,148	8	110
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	394
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,400	19,595,407	539.0	.....	2,019,425	777,273	—	84
-- -- --	—	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	229,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,492	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....			—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,398,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
-- -- --	—	—	—	.....	...	...	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....		86,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	57,513	1,500,000	.....	66,506	1,564,506	34.5	334.532	459,659	128,366	8	54½
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	.....	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern Mass.		—	63½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,966	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	86
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,597	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,173,285	*		1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,787,970	*		656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488.871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295		3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	118
31 May, '59	21.3	—	.....	2	6	...	17	Northern New Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
0 Nov. '58	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	.....		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	.....		248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	...	...	.....	Warren	1,568,713	*		968,000	600,000	713	1,607,085	18.7	6 mo.	198,241	96,629	5½	.....
30 Nov. '58	13.0	—	.....	47.0	...	...	.....	West Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	—	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	—	—	ope	r. by W	estern.	—	6	—
30 Sep. '58	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	—	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	16,530	23,554	9,204	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	396	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	—	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	—	87.8	356,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	—	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	—	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	—	—	—	—	—	—	—	ope	r. by Re	ceivers.	—	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	—	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	49,519	58,207	10,840	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,641	—	150.0	700,224	1,842,636	770,096	—	39½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,006	655.9	3,945,128	6,200,848	2,791,419	7	72
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	9
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	9
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	—	1,494,000	—	—	121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	—	75.4	96,686	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	—	46.2	89,380	208,223	33,946	3	—
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	—	18.4	32,980	37,280	18,590	2	—
30 Sep. '58	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,566	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	486,684	*	—	300,000	86,500	—	—	ope	r.by Ren	s. & Sar.	30,150	2½	—
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	—	54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	—	—	—	—	—	—	—
30 Jun. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	360,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	—	81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	—	27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	—	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,811	96.8	215,605	397,712	187,000	6	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	64½
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,039	575,159	7	89
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110½
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	19⅝
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,040	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,887	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
-- -- '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	841,591	8	82
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.6	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	87
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,030	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	—
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,858	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,820	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	76
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264.000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	41½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
3 Oct. '59	93.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	76,962	5,600,000	2,498,436	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,471,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	59½
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	.....	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	.....	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	----	Schuylkill Valley	573,616	*	.....	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury and Erie	6,393,712	107,252	.....	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	.....	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	.....	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	.....	1,500,000	2,361,973	161,272	4,146,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	.....	1,508,000	306,500	.....	2,158,000	50.0	147.231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	.....	287,917	109,837	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	.....	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- -- '58	40.3	—	....	—	.....	.....	----	Cheraw and Darlington	600,000	*	.....	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	....	—	.....	.....	----	Greenville and Columbia	2,439,769	324,161	.....	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	....	—	.....	.....	----	Kings Mountain	196,230	*	.....	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	.....	.....	----	Laurens	543,403	*	.....	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	.....	.....	----	North-Eastern	2,011,652	*	.....	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	....	41.9	.....	.....	----	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	.....	333,204	612,000	60,900	.....	30.0	29.845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	.....	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	.....	536,654	1,902,000	390,407	.....	130.3	150.142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	.....	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	.....	.....	----	Memphis, Clarksv. & Louisv.	2,000,000	100,500	.....	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	.....	798,285	554,949	319,518	.....	59.4	69.870	177,256	60,020	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	.....	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	.....	144,894	406,000	5,000	.....	34.2	30.065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	.....	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	.....	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	----	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	....	158.0	.....	.....	----	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
-- -- '58	56.0	—	....	184.0	.....	.....	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
-- -- '59	43.0	—	....	31.0	.....	.....	----	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	.....	.....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	.....	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	.....	.....
-- -- '59	25.0	—	....	110.0	.....	.....	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
-- -- '59	28.0	—	....	756.0	.....	.....	----	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	.....	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	.....	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395.762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	.....	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	.....	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	----	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	.....	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,403	—	.....
31 Aug. '59	54.0	10.5	----	—	.....	.....	----	Western Vermont	1,083,500	*	.....	332,000	700,000	.....	1,083,500	ope	r.b. Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	----	Alex., Loudoun & Hampshire	1,492,194	42,000	.....	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	.....	.....
30 Sep. '58	75.8	—	—	63.5	9	8	216	Manassas Gap	3,282,990	209,901	.....	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	....	—	.....	.....	----	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	....	—	8	.....	----	Northwestern Virginia	5,322,150	*	.....	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	.....	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	.....	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	.....	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,065	5	.....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	.....	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	55
31 Mar. '58	75.1	—	....	—	.....	.....	----	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	.....	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	....	14.3	2	1	13	Richmond and York River	688,190	22,810	.....	657,812	85,000	.....	742,812	24.0	.....	.....	.....	.....	.....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	.....	.....
30 Sep. '59	178.0	17.0	....	10.0	27	20	280	Virginia Central	4,835,729	527,181	.....	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	.....	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	....	—	.....	.....	----	Winchester and Potomac	578,998	*	.....	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,515	—	.....
								WISCONSIN.													
-- -- '59	55.0	—	....	16.0	.....	.....	----	Kenosha and Rockford	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	.....	.....
25 Mar. '59	199.8	—	....	—	.....	.....	----	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492.454	.....	.....	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159.456	22,182	—	.....
-- -- '57	42.0	—	....	27.8	.....	.....	----	Milwaukee and Horicon	919,757	*	.....	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	.....	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
-- -- '57	50.0	—	....	85.0	.....	.....	----	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	.....	.....
1 Jan. '58	104.0	—	....	38.8	.....	.....	----	Racine and Mississippi	3,802,016	*	.....	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- -- '58	10.0	—	....	55.0	.....	.....	----	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	.....	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	.....	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	.....	.....
-- -- '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	*	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	.....	.....
-- -- '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	.....	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,000	.....	.....	3	.....
-- -- '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	.....	.....
-- -- '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,590	.....	.....	.....	.....
-- -- '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	.....	.....
-- -- '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.0	0.9	....	79.3	.....	.....	----	European & North American	2,100,356	*	.....	.....	.....	.....	.....	29.9	.....	.....	.....	.....	.....
-- -- '59	60.0	—	....	—	.....	.....	----	New Brunswick and Canada	988,746	*	.....	868,493	.....	70,253	988,746	60.0	.....	.....	.....	.....	.....
								NOVA SCOTIA.													
-- -- '59	61.5	—	....	60.1	.....	.....	----	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	.....	.....
								NEW GRANADA.													
-- Dec, '58	44.7	—	....	—	.....	.....	----	Panama	3,000,000	*	—	4,978,000	2,427,000	—	5,000,000	48.7	.....	1,979,444	1,560,140	45	150

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	85½
" "	700,000	6	1880	83
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	57½
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	----
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1850, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,060,000	8	1883	----
Chic. and Aur. 1st Mort.	495,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	91
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	90
2d Mortgage	950,000	---	1880	82
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	290,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	60
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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Dayton and Michigan:				
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Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	----------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	96½
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1791	----
Free Land, 2d Mortgage	----------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	102½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1863	----
Construction	12,885,000	7	1875	89
Construction	4,115,000	6	1875	89
Free Land	3,000,000	7	1860	104
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	----
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kentucky Centr. (Lex. and Danv.):				
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----------	----------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	----
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	83
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Maricttta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,000,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	----
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	7	1857	70
Northern Indiana	985,000	7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	----
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	875,132	8	1865	----
Income	18,700	8	1867	----
Sterling	978,085	6	1883	----
Mississippi State Loan	300,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	-------	---	------	----
----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	----
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	86
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	95½
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	49
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	28
Unsecured (convertible)	2,443,000	7	1862	28
Sinking Fund	2,193,000	7	1875	28
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	87
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,591,185	†	1868	----
Ohio and Mississippi (Ill.):				
----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	‖	------	79
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
----	-------	†	------	----
Peru and Indianapolis:				
----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1858-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	96½
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	856,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	—516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1868	----
Income (O. and P.)	1,991,000	---	1873	----
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	98
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	918,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	116,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	17
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	451,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,000)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	$98,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, March 10, 1860.

Causes of Diminution of Traffic of Western Roads.

The "American Railway Review," in its numbers of Feb. 9th and 16th, makes known its discovery, "that an erroneous impression exists as to the cause" of the falling off in the traffic and earnings of the East and West lines, to and from Chicago, such as the Galena, Rock Island, and Burlington and Quincy roads on the one hand, and the North and South Shore lines on the other; and attributes the decline in revenue since 1856, to the increase of railroads and competition, rather than to the failure of crops and consequent depression of business throughout the West—a depression which, pervading all branches of western trade, is admitted *there* to be the result of meagre harvests following upon the financial panic. It would seem therefore, to say the least, *probable* that railroads should be common sufferers, and it is difficult to imagine how a people can patronize a road much, who have little produce to send, and *less* money with which to travel themselves. However the statement is fortified by an array of figures, upon which the following remarks may not be irrelevant:

The Chicago, Alton and St. Louis Railroad, running North and South, could hardly be considered as in competition with any of the other lines in the statement. Much of the rest of the statement is made up of newly constructed lines, far to the North, nearly the entire business of which is local, and but slightly, if any, in competition with the old lines. Further the business of these lines is, in nine cases out of twelve, not known, but estimated.

It so happens that the roads, whose business is known, and not estimated in the statement, are (with the exception of the Galena to a very small degree) not interfered with by the new lines. The western terminus of the only new through line being over 100 miles north of that of Galena.

Taking the lines south of, and including the Galena, where the business is known, and we find the following result:

	1856.		1859.		
	Miles fin'd.	Earnings.	Miles fin'd.	Earnings.	Per cent'ge of loss.
Gal. & Chi. U.	229	1,450,506	259	1,376,126	33
Chi. & R. I.	182	1,758,348	182	993,706	43
Bureau Val.	87		47		
Chi. Bur. & Q*	238	1,954,551	238	1,404,849	39
	696	$6,163,405	726	$3,774,181	39

* Errors in figures relative to C., B. & Q. corrected.

The Galena line has doubtless lost some of its long up-river business by the construction of the road to La Crosse, and gained some little by the Dubuque and Pacific and Mineral Point roads. The Rock Island and Bureau Valley have had no material cause to change their business except that of the general depression at the West. The Chicago, Burlington and Quincy have had no new competition to lessen their earnings, except for a month or two of 1859 a small amount of their long business has been taken by the Peoria and Oquawka, but they have doubtless gained much more by the extension of the Burlington and Missouri River Railroad, and the opening of the Hannibal and St. Joseph.

During the years in question these three lines together have had more new sources of business developed in the way of feeders than rival lines to be worked in competition, from which it would appear that the loss of an average of thirty-nine per cent. is due to the general depression above.

The Northern lines, as taken from that statement, are as follows (earnings principally estimated:)

	1856		1859	
	Miles.	Earnings.	Miles.	Earnings.
Chic. and Northw'rn.	28	$80,000	194	$345,000
Kenosha & Rockford.			54	150,000
Racine & Mississippi.	53	192,459	101	400,000
Milw. Watert. & B..	31	90,000	50	140,000
Milw'kee & Mis'sippi.	226	670,481	251	780,000
LaCrosse & Milw'kee.	61	314,264	200	850,000
Milw'kee & Horicon.	15		42	110,000
Totals	414	1,347,204	892	2,880,000

Except, as before stated, in the case of the Galena, these lines do not compete with those in the first statement, either for local or through traffic. As the business of all these lines in 1859 is simply estimated, its amount is exceedingly problematical. Most, if not all, of whatever gain there is can well be ascribed to the local and new business of 115 per cent. increase of lines through regions before unaccommodated.

Moreover, the *Review's* statistics in some of its details, work strongly against the point sought to be maintained thereby. For instance, the opening of the LaCrosse and Milwaukee road to a higher point on the river than that reached by the Milwaukee and Mississippi, must have taken away some of the through business of the latter road; but the latter is estimated to have earned more per mile than before. And generally the region where the new lines have been built and competition alleged, there is a large increase of business, while further south where no new sources of competition have been introduced, the falling off has been very large.

The great decrease in the business of the roads thus far alluded to is clearly not due to new sources of competition but to the disasters of 1857, followed by a failure of crops, which together have crippled and depressed all kinds of business in the West.

Pushing this enquiry Eastward from Chicago we do not find the local and through business separated in any of the reports we have at hand, except that of the Michigan Central, which, however, may be taken as a fair sample of the others as to the causes which have affected their business. From that report we get the following figures:

	Year ending May 31, 1857.	Year ending May 31, 1859.	Falling off pr. ct.
Local Earnings.	$1,348,640 98	$942,852 86	30
Through "	1,755,961 71	895,276 91	49
Total "	3,104,602 69	1,838,129 67	44

No new competition has affected the local business of this road, yet it has fallen off 30 per cent.

and as it has been found that the roads of Illinois have fallen off more than that, it is but fair to estimate that the through business would have fallen off more than 30 per cent. had no new sources of competition been introduced. But putting the whole difference or 19 per cent. of the long business to the account of the new lines that have been opened, and we find a loss of about 10 per cent. of the whole business of that line due to new competing line. Now, as this is a less per cent. than in the ordinary state of the West the annual increase amounts to, it is equally clear that the business of the lines East as well as West of Chicago, is not depressed by the opening of new lines, but by the fully sufficient though temporary causes before alluded to.

Illinois Central Railroad.

It is only with the latter part of 1859 that we began to witness any well marked improvement in our western roads. The disasters of 1857 were of a character too sweeping to admit of an immediate recovery. These were followed by short crops throughout many portions of the country, so that the means of an active internal commerce did not exist. Roads that had paid the largest dividends, and which were held in the highest favor, such as the Galena and Chicago, Rock Island, Chicago, Burlington and Quincy and Michigan Central were compelled to forego dividends altogether, or limit themselves to two three per cents.; while such as were loaded with heavy debts, found themselves unable to meet their interest, and have either been wound up by sale under foreclosure of mortgages, or have lightened their burdens by throwing over a part of their load and reducing their capitals to one-half, and often one-third their former amounts.

Of the embarrassed roads the Illinois Central is almost the only one that has been enabled to maintain its capital intact, owing to the fact that its share capital was only partially paid in; the balance being available means to the company. The calls that were made, bore severely upon the shareholders, but call after call was met with great promptitude, and after a long and discouraging period of financial embarrassment, the company, the first time for a very long period finds itself in easy condition, and a better defined future before it, than at any former time in its history. The following statement will show some of the more important changes for the better since 1857. In the fall of that year, the company had a floating debt of $3,700,000, and in addition, notes due in 1858, to the amount of $700,000, which could not have been carried at an interest of less than 9 or 10 per cent. The funded debt of the company, at the same time was $19,530,000, consisting of $16,583,000 Construction, and $2,947,000 Free Land bonds. To pay the floating debt and the accruing interests, recourse was had to the stockholders, who have, since 1857, advanced nearly 7,000,000 on calls on their shares. In the meantime the collections from lands have canceled upwards of $1,000,000 of Bonds, reducing the funded debt to $17,400,000 including the Free Land bonds. The interest on this sum is about $1,100,000; $4,000,000 of it being at 6 per cent. The reduction in the interest account annually accruing, has been from $1,700,000 to $1,100,000. The redemption of the bonds from sales of land is going on at the rate of $40,000 or $50,000 per month, thus providing a sinking fund of nearly a half a million dollars a year, which is likely to be rapidly increased. If, therefore, the earnings of the road prove sufficient, for the future, to meet the accruing interest, a pretty distinct solution of the problem of the success of this road seems to be reached. The earnings for the past six months, compared with a corresponding period for 1858-'9, show the following result:

	1858-59.	1859-60.	Increase.
Sept...	$218,860 58	$246,655 59	$27,795 01
Oct....	184,776 00	248,962 86	64.186 77
Nov ...	156,037 60	285,670 83	79,633 62
Dec....	153,993 78	198,285 35	44,286 62
Jan....	132,024 80	187,416 66	55,391 86
Feb ...	133,183 15	186,189 07	53,005 92
Traffic.	$978,880 95	$1,303,180 36	$324,299 41

The rate of increase for the past six months has been 33 per cent. The same rate for the year would give $650,000 over the earnings for 1860, which would suffice, we think, to meet the accruing interest. But it seems probable that the earnings the present year will reach at least $2,800,000, leaving a surplus of some $200,000 or $300,000 after paying interest. It was only in January last the Mississippi Central Railroad was completed, opening a continuous line of railroad from Chicago to New Orleans. The lower portion of the Illinois Central must serve as the route for the travel of all the cities of the Great Valley to and from New Orleans, which cannot fail to make it one of the most productive pieces of road in the country. The increased traffic of the road consequently, added to that received from the new connections formed, justify an estimate for the present year of $2,800,000.

To relieve the Free Lands, the company has agreed to receive the bonds secured by them, from parties who elect to pay their shares in full. Upward of one million have been paid off in this manner, and it is expected the whole mortgage will be discharged. In such an event, there will be 70,000 full paid shares, on which the company pay 4 per cent. per annum, and 100,000 shares on which $70 each have been paid, leaving $3,000,000 still due. The latter are now selling at less than $30 per share, the purchaser having the benefit of the discount which has gone to pay interest and discharge the floating debt of the company. Should all the Free Land bonds be converted, the debt of the company will be reduced to $15.000,000, with notes on hand to the amount of $13,000,000, and nearly one-half of the lands unsold. That the lands will pay the bonds, there seems no doubt, as $3,357,000 have already been collected from them, the most of it during a period of unexampled embarrassment and distress.

From this view of the condition of the affairs of this company, it would seem that it has reached the turning point, and that success to a certain extent is no longer problematical. If the road, for the present year, earns the interest on its indebtedness, for each succeeding year, larger and larger sums will be left for the stockholders. The lands will discharge the principal of the bonds without doubt, leaving what remains of them, and the road free of incumbrance to the stockholders. With the increase of business which it is safe to anticipate, and with economical management, it is not improbable that the road, in addition to meeting its interest, may do something for the stockholders at an early day.

The Victoria Bridge.

We invite attention to a series of articles upon this structure, the first of which appears in our columns to-day. They are written by an engineer of wide experience, and who is fully competent to the task he has undertaken—an elaborate criticism upon the engineering features of this grand structure, which has always appeared to us a stupendous monument of folly as a financial undertaking. We are quite confident that our correspondent will show it to be an equally absurd performance in an engineering point of view, if the *test of engineering* be to obtain a given result with the least amount of expenditure. Members of the profession will find the article very readable and valuable, as the whole subject of wooden bridges will be considered by way of comparison or contrast to the Victoria Bridge. Capitalists, too, may learn a lesson from this disaster—the danger of trusting too implicitly to the reputation of great names.

Pittsburg and Erie Railroad.

The Pittsburg *Post* says that the receipts of the Pittsburg and Erie Railroad are increasing steadily, and already by a fair amount exceed the cost of operating the road. When eight miles more of the road are completed it will have reached the coal fields of Mercer County, and it is expected a large business will be done in transportation of coal to Erie, Buffalo and other points along the lakes.

Gettysburg, (Md.,) Railroad.

A proposition has been made by this company to extend their road to Waynesboro', Pa., provided the citizens of that section will subscribe $175,000 to its stock. This proposition, we learn, has been accepted, and books have already been opened for that purpose.

Bridge over the Merrimac.

We learn from the Boston *Traveller* that the Eastern Railroad Company intend soon to commence rebuilding their bridge over the Merrimac at Newburyport. This bridge is 2,300 feet in length. The new structure is to be built of iron and wood, and the expense of it is estimated at $60,000. The bridge is to be built very gradually, and it is calculated that it will require five years to complete it.

Galena and Chicago Railroad.

We present below a summary of the report of this company for the year ending Dec. 1859:

The amount charged to construction account, to Jan. 1, 1859, was....	$9,339,890 10
During the past year there has been expended for the construction of a track from our depot at Fulton to connect with the bridge of the C. L. & N. Co....	15,123 65
Making the total amount charged to construction account to January 1, 1860	$9,354,518 75
	Miles.
The present length of the road, including Fulton extension, is..	261¼
Double track	30
Sidings and gravel pit tracks.	44
Total length of track	335¼

Thirteen shares have, during the past year, been

added to the capital stock by the conversion of $1,300 of outstanding scrip.

The capital of the company now consists of 60,277 shares		$6,027,700 00
The Funded Debt at the date of last annual report was		3,788,015 28
There has been purchased and canceled on acct. of the Sinking Fund of the Second Mortgage Bonds.	$109,000 00	
Paid on acct. of Litchfield Bonds	40,815 28	149,815 28
Making the amount of present funded debt		$3,633,200 00
This is composed of—		
1st Mort. Bonds, due Feb. 1, 1862	$260,000	
Do., due Aug. 1, 1862	160,000	
Do., due Feb. 1, 1863	60,000	
Do., due Aug. 1, 1863	1,511,000	1,993,000 00
2nd Mort. Bonds, due May 1, 1875.		1,629,000 00
Litchfield Bonds, due on final settlement of St. Charles air line purchase		11,200 00
Total		$3,633,200 00
The gross earnings for the year ending Dec. 31, 1859, were		$1,369,441 03
The expenses for the same time as charged (excluding construction account) were		823,021 49
		$546,419 54
Interest on bonds	$258,790 54	
Cost of $109,000 2d Mortgage Bonds for Sinking Fund	98,862 00	357,652 54
		$188,767 00
Add surplus January 1, 1859		198,636 44
		$387,403 44
The dividend paid in Feb., 1859, was	$120,528 00	
Amount charged for improvements	8,338 02	
Loss in settlement with Fox River R, R. Co.	7,850 00	136,716 02
Net surplus January 1, 1860		$250,637 42
The whole amount of Second Mortgage Bonds now purchased from current revenues and canceled on account of Sinking Fund is		$371,000 00

After deducting from the amount charged to operating expenses the sum of $20,450, not properly chargeable to the expenses of the year, the ratio of expenses to earnings has been about 58 6-10 per cent.

The report states that the road and rolling stock are in a better average condition than at the close of last year. The decrease in earnings was confined entirely to the first part of the year, a handsome business having been made after the new crop began to come to market. The increase, however, has not been so great as on some of the roads of the State, owing to the destruction of the corn crop in northern Illinois by the frosts and drought.

The company has no floating debt. Bonds to the amount of about $150,000 were retired last year by the operation of the sinking fund. It is proposed to extend the first mortgage bonds soon to fall due, and to establish a sinking fund for their alternate redemption. It is stated that, in this way, the indebtedness of the company can be entirely discharged in about 16 years.

The roads tributary to the Company have made considerable progress the past year. The Chicago, Iowa and Nebraska Railroad has been extended to Cedar Rapids, a distance of 92 miles. A bridge has been constructed over one channel of the Mississippi River, so that this road and the Galena and Chicago are brought into intimate relations. A ferry boat is to be constructed to pass loaded cars from one road to the other. In August next, it is expected that the Sterling and Rock Island road will be completed, whereby a new route between Chicago and Rock Island, made up in a great measure of the Galena and Chicago road, and 18 miles shorter than the Chicago and Rock Island, will be formed. The Fox River Valley Railroad has been re-organized under the name of the Elgin and State Line Railroad, and will for the future be operated by the Galena and Chicago Company.

The following statement will show the cost, earnings, expenses, and net earnings of this road for six years past:

	Cost.	Earnings.	Expenses.	Net Earn'gs.
1854.	$6,797,328	$1,506,710	$724,593	$782,117
1855.	8,630,749	2 315,787	1,063,744	1,252,043
1856.	9,179,020	2,416,343	1,295,493	1,120,850
1857.	9 395,455	1,640,806	921,251	738,355
1858.	9,399,406	1,547,561	927,232	808,231
1859.	9,354,513	1,369,441	823,021	546,419

European and American Railroads.

From a long article in the United States *Economist* we gather some interesting facts in relation to the number, cost, etc., of the railroads of Europe and America. At the close of the year 1857, the length of railroads completed in the principal countries of Europe and in the United States, and also the population of the several nations at the time of their last census, were as follows:

	No. Miles.	Population.
Austria	2,086	39,000,000
France	4,509	36,000,000
Great Britain	9,012	28,000,000
Prussia	2,554	16,000,000
United States	24,290	27,000,000

The following figures show the average cost per mile of railway in the countries compared:

Austria	$92,325
Belgium	81,950
France	128,340
Great Britain	174,720
Germany, except Austria and Prussia	66,160
Prussia	72,480
United States	41,375

From this statement it appears that the cost per mile of the railroads of the United States is less than one fourth that of the British roads; one-third those of France; under one-half as compared with Austria, and about three-fifths of the Prussian lines. In the year 1857, the value of railway property in the four leading nations of Europe and the United States, severally stated, was as follows:

Austria	$192,600,000
France	578,700,000
Great Britain	1,574,000,000
Prussia	184,260,000
United States	1,005,000,000

Brandywine Railroad.

An effort is being made in Wilmington, Del., to revive the project of constructing a railroad up the Brandywine, to connect with the Baltimore Central and Pennsylvania Railroad near Dewington or Cootesville.

Vermont and Massachusetts Railroad.

This company have decided to rebuild their passenger and freight depot at Brattleboro'. It is to be built of brick. The present depot is not large enough conveniently to accommodate the increasing business of this company.

Gulf and Ship Island Railroad.

The last Legislature of Mississippi passed an act providing for the transfer of the stock of the State of Mississippi, in the New Orleans, Jackson and Great Northern Railroad, the Mississippi Central Railroad, and the Mobile and Ohio Railroad, to the Gulf and Ship Island Railroad Company. The transfer is to be made as soon as the individual subscription to the Gulf road shall amount to five hundred thousand dollars, with one hundred thousand paid in. The Legislature also addressed a memorial to the Congress of the United States, praying the cession of five hundred thousand acres of public lands to aid in the construction of the Gulf and Ship Island Railroad.—*N. O. Bulletin, Feb.* 22.

FINANCIAL.

The closing cash prices at the New York Stock Exchange for each day of the week ending 5th March, 1860, were as follows:

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101	101¼	100⅝	100⅝	101	100⅛
STATE STOCKS:—						
Virginia 6s	92½	93¼	93⅜	93½	94	93
Missouri	80½	80½	80⅜	80⅜	80⅜	80⅜
Indiana 5s	----	----	88	----	88	----
Tennessee 6s, 1890	88½	88⅜	88⅛	88⅛	89	90
California 7s	86⅜	86⅜	87⅛	----	88	89
Ohio 6s, 1870	106⅛	----	108	106	----	----
RAILROAD SHARES:—						
Chicago and Rock Isl.	62⅜	63½	63½	63⅜	63⅜	63
Clev. and Toledo	19½	19⅝	19⅞	19⅜	19½	18⅞
Galena and Chicago	57⅜	57	57⅜	57⅜	58	58
Hudson River	38⅛	38	38⅜	39⅛	39	39
Illinois Central	57⅛	57½	59	59⅛	59½	59½
Michigan Central	36⅛	38	37½	38⅜	38½	39
M. S. and N. I. guar'd,	14⅜	18	17½	17⅜	17½	17⅜
M. S. and N. I.	6½	8	7⅜	8⅛	7⅜	8
New York Central	70⅜	71½	71½	72	71⅜	72
New York and Erie	9	9	9	9	9⅛	8⅞
N. York and Harlem	9	9⅛	9⅛	9⅛	9⅛	8⅞
N. Y. and H. "pref."	32	32⅛	33	33⅜	33½	33
Panama	133½	134½	134½	134½	133⅜	133½
Phila. and Reading	40⅜	40⅜	40⅜	41½	41	41⅛
MISCELLANEOUS:—						
Del. and Hud. C. Co.	93⅜	93⅜	93⅛	93⅜	93⅛	94
Cumberland Coal Co.	16	15⅛	15½	15⅛	15⅛	15⅜
Pennsylvania Coal Co.	81⅜	82	81⅛	82	82	82
Pacific Mail S. S. Co.	93⅛	93⅛	94	93½	93	93½
Canton	20	22	21⅜	19½	16⅛	22½
Brooklyn Water W's.	100⅜	101	101	100⅜	101	100⅜

The following are the closing prices in the London Market on the 18th February:

United States 5 p. c. red. '74	91¼	to	92
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	79	to	81
Do. do. Fr. L'd red. '60	89	to	91
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	83	to	85
Do. do. 1869	79	to	81
Do. do. 1st mortgage (sinking fund), 1882	80	to	82
Do. $100 shares	30	to	35
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	64	to	66
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	8	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	86	to	88
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	34	to	36
Phila. and Reading B'ds, 6 p.c., 1860.	85	to	90
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The following is a statement of the condition of the Banks of the city of New York:

	March 3.	Feb. 25.	Difference.
Loans	$125,012,700	$124,398,239	+$614,461
Specie	23,086,812	20,778,896	+2,312,916
Circulat'n	8,165,026	7,928,595	+ 236,431
Deposits	80,870,173	78,470,977	+1,406,196

The condition of the Banks on Saturday for the past nine weeks has been as follows:

Loans.	Specie.	Circulation.	Deposits.
124,597,663	17,863,734	8,539,068	74,808,855
123,582,414	18,740,866	8,090,548	75,883,763
123.845,931	19,233,494	7,880,865	76,830,581
123,088,626	20.063,739	7,760,761	76,879,826
124,091,982	19,924,301	8,174,450	77,577,694
123,836,629	19,787,567	8,185 109	76,471,055
124,206,031	20,591,189	8,050,001	78,325,240
124,398,239	20,773,896	7,928,595	78.470,977
125,012,700	23,086,812	8,165,026	80,876,172

Clearings for week end'g Feb. 20.	$132,370,866
Clearings for week end'g Feb. 27.	132,370,866
Clearings for week end'g Mar. 3.	136,728,742
Balances for week end'g Feb. 20.	7,086,398
Balances for week end'g Feb. 27.	7,433,377
Balances for week end'g Mar. 3.	7,262,803

The weekly statements of the Philadelphia Banks made up to the 27th ult. and 3d inst., present the following aggregates and comparisons:

	Feb. 27.	March 3.	Difference.
Capital	$11,666,530	$11,669,255	+ $2,725
Loans	25,553,918	25,742,447	+188,529
Specie	4,706,108	4,816,052	+197,944
Due from b'ks	1,824,813	1,567,656	+242,843
Due to banks.	3,115,010	3,133 312	+ 18,302
Deposits	14,590,092	15,192,979	+602,876
Circulation	2,653,192	2,697,108	+ 43,956

The Boston bank statement for the week ending 21st February foots up as follows:

Capital	$36,581,700	Due to b'ks.	$7,430,000
Loans & disc.	60,113,800	Deposits	17,598,000
Specie	4,577,000	and	
Due fr'm b'ks	6,549,000	Circulation .	6,305,500

The cash assets and liabilities of the New Orleans banks on the 25th ult. were as fo'lows:

Loans	$24,395 287	Deposits	$20,850,813
Specie	12,945,174	Exchange.	8,083,929
Circulation .	13,600,419	Due banks,	1,635,257

As compared with the statement of the previous week the results stand thus—

Dec. in loans.	$610,666	Dec. in depo its.	$516,287
Inc. in specie.	50.654	Inc. in exch.	216,930
Inc. in circul.	141,280	Inc. b'k balances	164,089

The return from the Bank of England for the week ending the 15th of February, gives the following results when compare with the previous week:

Public deposits	£6,839,256	Inc.	£526,034
Other deposits.	14,289,756	Dec.	11,930
Rest	3,438,504	Inc.	17,559

On the other side of the account:

Governm't securities.	£10,171,190	Dec.	£240,213
Other securities	21,084,130	Inc.	22,923
Notes unemployed ..	7,873,400	Inc.	424,700

The amount of notes in circulation is £20,991,945, being a decrease of £363,555, and the stock of bullion in both departments is £15,105,287 showing a decrease of £127,970 when compared with the preceding return.

The Currency, Land Warrants and Specie quotations for the week have been as follows:—

N.Y.St.C'rr'cy,8-10a		Virginia	¾a1
New England	1 5a	Ill. and Wisc.	2¾a3
New Jersey	1-5a	Michigan	a1
Philadelphia	¼a	Tennessee	1¼a1½
Baltimore	¼a ⅜	Free Indiana	a2
Interior Penna.	⅝a ¾	Louisiana	1 a
Interior Md.	⅝a ¾	Mobile	1 a
Ohio, Ky., & Ind.	⅞a1	Canada	⅝a ¾
S. Car. and Geo.	½a ⅝	Missouri	2 a2¼
N. Carolina	1 a1¼		

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acre warr.	100	110	120 acre warr.	72	76
80 " "	90	95	160 " "	72	77

DRAFTS AND CHECKS.

On Philadelphia	⅛	On Chicago	2½
On Baltimore	1-5	On St. Louis	2
On Boston	1-5	On Detroit	1
On Cincinnati	¾	On New Orleans	1

Bank of England Notes per £	$4 84
Bank of France per franc	18
United States Post Office Scrip	3a5 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars	$1 06	English Silver	$4 80
Spanish Dollars	1 10	Species	1 03
Five-Frc. Pieces	98	Old Am. H'lf Doll.	1 01½
French Crowns	1 10	" " Quarter D.	1 02
German Crowns	1 08	Spanish Qu., each,	23
Prussian Thalers.	71	Spanish ⅛ths and 16ths per oz.	1 27
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns.	$4 84a$4 87	Sp. Doub.	$16 50
Twenty Francs	3 84	Pat. "	$15 70a$15 75
Ten Thaler Pieces	7 87	Gold. Am. Old, 6c. prem.	
Ten Guilder "	3 98	B'k of Engl. Notes,	4 34

Holly's Railroad Steam Pumps.

These pumps are now running with entire satisfaction, discharging under a head of 400 feet, and are being rapidly introduced into factories of all kinds, not only for ordinary pumping purposes, but permanent *Steam Fire* engines. The portable steam fire engines, which are drawn either by horse or by hand, are now coming into general use. Chicago has five of different sizes; Buffalo, two; Boston, two; and Providence, one. Other cities might be named, but the above is a sufficient guarantee of their worth.

The authorities of Chicago, after a thorough test of these machines, in actual service, at fires, for a period of nearly two years—which test has probably been more severe than any other machines have been subjected to in the United States—were so well satisfied of the superiority of the rotary engines over all others, in their more simple construction, durability, and their greater reliability for service at fires, decided to add a fifth machine to the four already in service. This machine was delivered in November last. Its performance at several successive trials elicited numerous encomiums from the press of that city—all of which concur in giving it a decided preference over all others that had come under their notice. Upon her first trial, which was made rather for the purpose of seeing that her machinery was in order, than to test its power, she threw at suction from the river, through 50 feet of hose, and an inch nozzle, with a pressure of 60 lbs. of steam, a horizontal stream of 210 feet. At the second trial, she took suction from the river, and threw a 1¼ in. horizontal stream 225 feet, through 150 feet of hose up an inclined plane of 12 feet. She afterwards threw 1¼ in. horizontal stream, through 500 feet of hose, 198 feet. From a 4 inch hydrant plug, through 100 feet of hose, and 1¼ in. nozzle, with 55 lbs. of steam, she threw 219 feet horizontally. Also 1¼ in. horizontal stream 210 feet, and 1 inch horizontal stream 231 feet, through 100 feet of hose.

This is pronounced the most satisfactory trial that has ever come off of a Steam Fire Engine in Chicago.

The flues of the new engine, of which there are some 275, are so arranged that each one can be unscrewed at the bottom, and taken out in a few minutes, if necessary. The engine rests on India rubber and steel springs. The axles are of iron—the forward one is made of bright polished iron, in the shape of a bridge truss, combining lightness and strength, and at the same time presenting a beautiful appearance.

These machines are light, strong and compact, weighing 4,500 to 6,500 lbs., with water and fuel, ready for service. Steam can be generated in them, in from four to five minutes, and will maintain a steady and uniform pressure for any length of time, and force the water to any desired point for hours without varying. The steam pressure varies from 30 to 60 lbs. as may be required. The rotary machine stands perfectly still; requires no blocking of wheels, or jacking off from springs; does not loosen the hydrants. As the hose lies perfectly still, the pipe is easily held; and the pressure being uniform, the hose is not liable to burst.

The machine above referred to is the lightest in Chicago; it far excelled the others in working, though made by the same manufacturer. Its cost was about $4,000. For further particulars, address the general agent in New York, CHARLES W. COPELAND, Esq., 122 Broadway.

Another engine of this kind, to be drawn by hand, is now being built, to which we shall refer in a future number.

Railroads in Texas.

A bill has passed both Houses, giving the railroads the privilege of locating their lands in small bodies, but providing that every location shall embrace double what the railroad claims, the other moiety going to the State. The S. P. R. has the privilege of connecting by a branch with the Vicksburg and Shreveport road, and has the loan and land bonus on the branch. The Matagorda Railroad has been chartered. This road connects Matagorda with the Wharton extension of the Houston Tap and Brazoria road. The Sabine and Rio Grande Railroad charter has been so amended as to permit the company to commence anywhere on the Colorado, and run to Mazatlan, on the Pacific. A bill has passed to incorporate the Texas and Mexican Railroad Company, to commence at Wharton or Corpus Christi, and thence to the lower Rio Grande, pointing to Mazatlan, by, we presume, the "Vale of Theresa." Charter of Palestine Tap Railway passed both Houses. A bill to charter the Metropolitan Railway Company from Jefferson to Austin has passed both Houses.

Since the failure of the San Antonio and Gulf Railroad Company, the 2,000 tons of iron negotiated by it last summer, has been turned over to the Texas and New Orleans Railroad Company; and the balance of the 10,000 tons purchased for this last named road, is now on its way here.—*Houston Telegraph.*

Wyandotte Iron Mills.

These mills are located at Detroit, Mich. They have been in active operation three years; during which time they have rolled and delivered 21,000 tons of rails, and 5,000 tons of merchant iron; and have used 23,000 tons of old rails, 5,100 tons of Lake Superior charcoal pig, and 4,000 tons of old scrip iron. The average number of hands employed in the various departments is 400.

Grand Rapids and Indiana Railroad.

We have it from good authority that the prospects of this road are brightening every day. The work north is progressing rapidly—twenty miles being nearly ready for the track. The company have lately received offers to supply them with iron, at such rates and on terms which will probably be accepted. The financial matters, under the vigorous administration of the new Treasurer, are improving, and all things at present indicate an early completion of the road.—*Grand Rapids Enquirer.*

Finances of California.

From Wm. T. Coleman & Company's elaborate annual review of the commercial and financial movements of California for 1859, we take the following, relative to the finances of the State and the city of San Francisco:

In regard to State finances facts fully warrant us in the remark that we were never in a more prosperous condition. Still there is cause of opprobrium against us, which we hope will be removed by the present Legislature. We allude to the amount of indebtedness, exceeding the limit of the late funding act, and which the last Legislature failed to provide for. This floating indebtedness is variously estimated at from $150,000 to $250,000, depending for the excess over the first sum named on what action the Legislature may take in relation to certain State Prison claims.

We understand the Treasurer will recommend the funding of all outstanding claims. To do this the Legislature must pass a law for submission to the people for approval. But perhaps a better way to accomplish the object sought would be for the Legislature to appropriate, from surplus funds now in State Treasury, a sum sufficient to purchase, say, $150,000 of State bonds, advertising for proposals for the sale to the State of that number of bonds. These bonds, already in legal form, could be exchanged by the Treasurer for audited floating claims against the State, thus doing away with the necessity of a new funding law, saving $20,000 or more discount on the bonds purchased, and preventing an increase of funded debt by the judicious use of funds that can be spared from the Treasury, which may be squandered, if left there to tempt the cupidity of schemers who always infest the legislative lobbies.

The condition of the State Treasury on the 1st of December, showed a balance of $567,583 42. This would have been probably greatly increased by the termination of the year. The debt of the State at the commencement of 1859 was $1,043,-485 63, of which $143,485 63 was unprovided for. The annual interest on the funded debt was $273,-000. Should the amount of the floating debt be funded by the present Legislature, the aggregate will be increased to $1,150,000.

We are happy in being able to present a more favorable condition of our municipal affairs than at the date of our last annual reference. Under an act of the Legislature, approved April 20th, 1858, a Board of Commissioners assembled in May of that year to provide for the funding and payment of the outstanding claims against the city and county of San Francisco, as they respectively existed prior to July 1st, 1856.

The total claims against the city and county presented, amounted to $2,992,007 21, of which $1,169,357 14 were allowed, and the balance rejected. The allowed liabilities of the county were $375,979 95, and for that sum no objection was urged to the issuance of bonds. But it was contended that no legality attached to the allowed claims against the city, and a suit was commenced to enjoin any issue of bonds for them. The Supreme Court at first dismissed the complaint on a technicality, without deciding upon the merits of the case, but subsequently a definite decision was had, all litigation had ceased, and the full amount of the scrip allowed by the Board of 1858 has been funded, the last bond having been issued December 31st.

The city government has been conducted for the past year with commendable economy, and the Treasurer is now paying cash for all current expenses. Within the year the claim of the Gas Company for $45,000 has been paid, as also $188,-000, drawn for the Interest and Sinking Fund for the debt of 1851, 1859 and 1860. The Interest and Sinking Funds on Fire and Civil bonds of 1854, 1855 and 1858, including the amounts now due and falling due July 1st, 1860, will all be paid. From the fund created by a special tax of forty-six cents per $100, to pay judgments for $158,000, of which $126,000 was ascertained by the Board of Supervisors and allowed, the latter sum has been paid—the balance of $32,000 being still in dispute, and ignored by the city authorities. The taxes have been well collected, and the city has realized every dollar of real estate assessment. The delinquent taxes of 1856 and 1857 are still in abeyance, and subject to the decision of the Supreme Court, which is confidently expected to be favorable to the city. In the estimated receipts and expenditures of the present fiscal year, a deficiency of about $75,000 is anticipated, but this would be obviated by a favorable decision in regard to delinquent taxes. The rate of taxation for 1858 and 1859 was $2 45 per $100; and for 1859 and 1860, $3 17 per $100. For 1860 and 1861, it is estimated that it will be about 30 per cent. less than the latter-named rate.

Mineral Point Railroad.

This road is 32 miles long. It commences at Warren, Ill., a point on the Illinois Central Railroad, about midway between Freeport and Galena, and runs thence almost due north to Mineral Point, Wis. Its entire cost was over $1,000,000, of which the city of Mineral Point and vicinity subscribed and paid in *cash* the sum of $120,000, besides issuing bonds for $60,000 more, to pay which, an annual tax is levied. The road is in complete order, well provided with locomotives, passenger and freight cars, and is ably managed. It will probably be extended to the Northwest, striking the Wisconsin river, and intersecting the Mil waukee and Mississippi Railroad at or near Avoca, thence on to La Crosse and the upper Mississippi country; this being virtually an extension of the main line of the Illinois Central Railroad northward, from Freeport and Warren. A preliminary survey of this extension has already been made.

The following are the earnings from the business of this road for the year 1859: From freight, $19,545 36; passengers, $7,150 54; mails and miscellaneous, $2,250 78. Total, $28,950 68. Total amount of back charges received at stations, $22,782 11. Coupon ticket sales over other roads $5,687 45. Total receipts for 1859, $57,520 24

Iron Masters' Convention.

A large Convention of iron masters, furnace men and capitalists, was held at Portsmouth, Ohio, recently. Nearly every furnace and iron interest in Ohio and Kentucky was represented. A statement made of the iron interests of the two States, shows that the yearly average products of pig iron from sixty-four furnaces were 155,000 tons per annum, and the value of cold and blast metal, $4,650,000. Population supported by furnaces, 31,000. Hands employed, 6,200. A memorial to Congress was adopted, setting forth that the iron manufacture is in such depressed condition as to render capital invested scarcely remunerative, and that relief can only be afforded by a specific duty on the import of foreign iron.—*Cleveland Leader.*

Railroad Route from Uniontown to Demopolis.

Mr. Lewis, the very competent Engineer employed to survey the route for the extension of the Alabama and Mississippi Rivers road, has completed the work from Uniontown to Demopolis. The distance by the routes surveyed from Uniontown to this place is a fraction over 19 miles. The estimate of the cost of the road, exclusive of motive power and rolling stock, per mile is $13,500. It will thus be seen that the section of the road from Uniontown to Demopolis will cost about $270,000, exclusive of motive power and rolling stock, and we presume that the motive power belonging to the road between Selma and Uniontown will be amply sufficient to work the road extended to Demopolis. Of this $270,000, the State has loaned the road $116,000 of the 2 per cent. fund, on the condition that the friends of the road raise $150,000 in subscription to the stock by the 1st of next July. We hope the $150,000 will be raised immediately. That the road will be speedily built, we have no doubt.

Mr. Lewis is now engaged in surveying the route between Demopolis and Livingston.—*Demopolis, Ala., Gazette, 17th ult.*

Smoke-Consuming Locomotive.

The Superintendent of the workshops of the Pennsylvania Railroad at Altoona, has introduced an improvement in one of the locomotives of that road, which consume the smoke. So that instead of the vast volume of smoke which the ordinary locomotive belches forth at every revolution, a little steam only is seen escaping from this invention. In consuming the smoke, a great saving of fuel is effected. It made the run from Altoona—a distance of 117 miles—upon twenty-five bushels of coal, maintaining a high rate of speed all the time, and evincing the possession of extraordinary power.

Substantial Bridge.

The traveling public will be glad to learn that the Pennsylvania Railroad Company are still pushing on the good work of replacing all the wooden bridges along the line of their road with new substantial structures, made entirely of iron, supported by substantial stone piers. The one below Lemon's Station is completed, and we noticed the other day that work has already been commenced upon another, below Parkesburg. Iron bridges, as they are now constructed, are not only strong and safe, but they may be said to be perpetual in their wear, and in fact will never wear out, and so long as they are properly protected by paint or its equivalent, from oxidation, the iron will not in the least become weakened. When this part of the programme is completed, and all the wooden bridges replaced with iron ones, the Pennsylvania Railroad, as a substantial structure, will be without a rival.—*Lancaster Express.*

Augusta and Macon Railroad.

We are gratified to see, by a telegraphic despatch which we publish this morning, that this enterprise has been endorsed by the citizens of Augusta. The vote, though small, indicates that it is popular in that quarter to an almost unprecedented degree. The road, when completed, will give to the produce, which finds its way to this market, two outlets to the Atlantic, and will place us in direct communication with the cities of Augusta and Charleston, both of which have ever been excellent cotton markets. The rivalry which will thus be induced between them and Savannah will whet up the business energy of the latter, and we shall have a good time of it generally. We bid God speed to the Augusta and Macon Railroad.—*Columbus Times, Feb. 17.*

STRAP RAIL
FOR SALE AT CHICAGO.
300 TO 400 TONS OF STRAP RAIL.
Is in first rate order having been only a short time in use, weight about 20 pounds to the yard.
Apply to M. K. JESUP & COMP'Y,
44 Exchange Place,
NEW YORK,
or, 44 Dearborn street,
1st March, 1860. 219 CHICAGO.

New FIRST CLASS FREIGHT ENGINE.
Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by
WILLIAMS & PAGE,
3m52 44 Water st., Boston.

WINDOW, PICTURE AND CAR
GLASS.
F. HOPKINS & BROTHER,
IMPORTERS,
108 Pearl St., NEW YORK.

FOR RENT,
AT
Rochester, Beaver Co., Penn.

THE SPACIOUS ESTABLISHMENT heretofore occupied by Messrs. KIRK & RHODES, for the building of **RAILROAD CARS.**

This Establishment is now offered *on lease*, for MANUFACTURING PURPOSES. It is admirably adapted to the construction of RAILROAD OR CITY-CARS, STEAM ENGINES, AGRICULTURAL IMPLEMENTS, carriages, omnibuses, cabinet ware, bedsteads, chairs, buckets, barrels, kegs, etc.—or for *Planing machines*, the manufacture of doors, window sash, window blinds, etc., or for the manufacture of *stoves*, and all other *foundry products*; and particularly for *malleable Iron*, in all its forms.

This location cannot be surpassed, as will be perceived by reference to the MAPS of Ohio, Pennsylvania, and the Railroads of the West—having the *facilities* of the OHIO River, with the descending navigation of the Monongahela and Yohiogany from the South, the Alleghany and the Beaver from the North—the terminus of three canals, viz. from Erie, from Cleveland, and from Portsmouth—also 24 *Regular Trains, daily, of Railroad Cars*, connecting with *all the Roads of the West.*

The buildings and appurtenances here offered, occupy a block, 238 feet by 230, or 54,740 superficial feet, facing the OHIO River on one side, and the *Railroad Stations* and *Tracks*, on two other sides. The steamboat landing, canal boat landing, railroad stations, ticket offices, telegraph offices, etc., all within 100 yards of the premises.

The principal building, main wing, smith shops, engine house, kiln-dry, foundry, etc., are all *built of stone.* The principal building is three stories high, front 238 feet, main wing 203 feet, paint shop 175 feet, two foundries 50 by 80 feet, (and two cupolas), smith shops, engine house, etc., all in the hollow square.

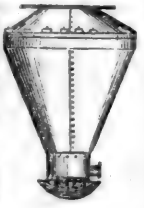
A 60 horse Steam Engine communicates *power* to various parts of the establishment, and eight-inch cast iron pipes conduct *spare steam to warm the whole.*

The premises are now ready for occupancy.

ROCHESTER, or "BEAVER CITY," is now the *nucleus* and *centre* of extensive manufacturing, mining and commercial operations, and will soon become *a city* of note,—showing a large and dense population. It is now the natural, and acknowledged *Railroad centre*, steamboat landing, and canal boat terminus, *for ten neighboring villages*, like ten wards of a city—all in sight, within three miles of a common *centre*, and having a population of fifteen to twenty thousand—more than twenty churches, fifty stores, schools, mills, and manufacturing establishments. For particulars, address

M. T. C. GOULD,
Rochester, Beaver Co., Pa.

RADLEY & HUNTER'S
IMPROVED
SPARK ARRESTER.



RADLEY & HUNTER'S CELEBRATED NEW INVENTION is now offered to the public as a **Perfect Spark Arrester**, which possesses the advantage over ALL OTHERS of being of the **most simple construction**, and much more **durable** than any ever used. The manufacturer invites an examination of this Arrester by the Railroad public, confident that it will meet with **universal approbation.**

The undersigned hereby gives public notice that he is the **sole manufacturer** of the above article under the Radley & Hunter Patent, of whom alone they can be purchased in the United States.

EDWIN R. BENNET,
Office 82 Dunne St., New York.

OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of Thousands of Gallons, **prove** this Oil to be **superior** for **Burning**, and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable**, that will keep bearings **cool**, and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The *Scientific American* and *Manufacturer's Journal*, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

IRON BOILER FLUES.
LAP-WELDED BOILER FLUES,
1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ¼ to 5 inches bore, with Screw and Socket Connections. T's L's Stops Valves Flanges, etc., etc.
MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1821.
WAREHOUSE—209 SOUTH THIRD STREET,
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STEPHEN MORRIS, THOS. T. TASKER, JR. — CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes**, and **Merchant Iron.** They have on hand pat terns for **T Rails**, of the following weights per lineal yard, viz —**25. 30. 36. 40. 45. 50. 60. 62.** and **75** lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place, N.YORK.**

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or **DAVID S. DODGE**, Treasurer,
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RAILROAD IRON.
WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY**, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

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RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1852.

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WAINWRIGHT & TAPPAN,
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STEEL, FILES, ETC.
R. GROVES & SONS,
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MANUFACTURERS of warranted **Cast Steel**, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files**, of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

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RAILS OF SUPERIOR QUALITY,

and of weight or pattern as may be required.

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JAMES TINKER,
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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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ROUND OAK IRON WORKS,
STAFFORDSHIRE.
LORD WARD, Proprietor.

MANUFACTURE **RAILS, BOILER PLATES, SHEETS, HOOPS** and **BARS** of every variety.

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CAST STEEL,
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BAR, TOOL, DRILL, AND DIE STEEL.
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Far superior to the ordinary kind.
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ORDERS FILLED PROMPTLY AND AT LOW PRICES.

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THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

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500 tons **T Rails** on hand, 54 to 57 lbs. per lineal yard.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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THE RENSSELAER IRON COMPANY,
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OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
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New York Agency:
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23 Cliff St.

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Rosendale Hydraulic Cement.

THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure** and **free from quick lime**, and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT**, branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels**, and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing,

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HENRY WILDE, Secretary, 90 Wall st., N. Y.

THE LAWRENCEVILLE MANUF'G
CEMENT COMPANY,
OFFICE 96 WALL ST,
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THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine**, and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings. For sale upon favorable terms by addressing,

WM. N. BEACH, President.
CHAS. E. LAWRENCE, Sec'y.

HOFFMAN'S
ROSENDALE CEMENT,
OFFICE, 92 WALL ST., NEW YORK.

THE LAWRENCE CEMENT COMPANY are prepared to receive and execute orders for their Cement, to any extent that may be required. They would particularly call the attention of purchasers to the distinguishing brand of their manufacture, viz.: **HOFFMAN'S ROSENDALE CEMENT.** This seems to be necessary, as they have established a reputation for the superior quality of their Cement, and there are various other brands offered, as "Rosendale" Cement. It has the unqualified approbation of the most eminent Architects and Engineers, being used in almost every department of the Works under Government. It is put up in the most careful manner, each barrel being well lined with paper, and will be delivered on ship board, in this city, on the most favorable terms. Particular attention given to shipping orders, and Freight obtained on the best terms.

M. W. WOODWARD, Secretary.

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THE HUDSON RIVER CEMENT CO.

HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh **Rosendale Cement, Calcined Plaster, Farmers' Plaster** and **Marble Dust.** Address

HUDSON RIVER CEMENT COMPANY,
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THE Cheapest and most DURABLE ROOFING IN USE.
Sent to any part of the country with *directions for application.*

GUTTA PERCHA CEMENT ROOFING.

SPECIMENS and *references* can be seen, and any desired information obtained on application, by *letter* or in *person*, at our OFFICE,
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(Opposite the St. Nicholas Hotel).
JOHNS & CROSLEY.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

FINANCIAL.

BANKING and COMMISSION AGENCY.
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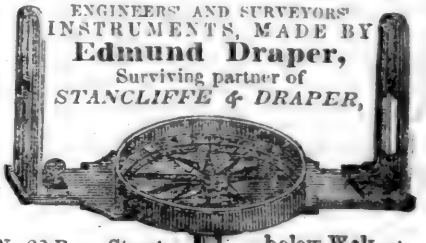
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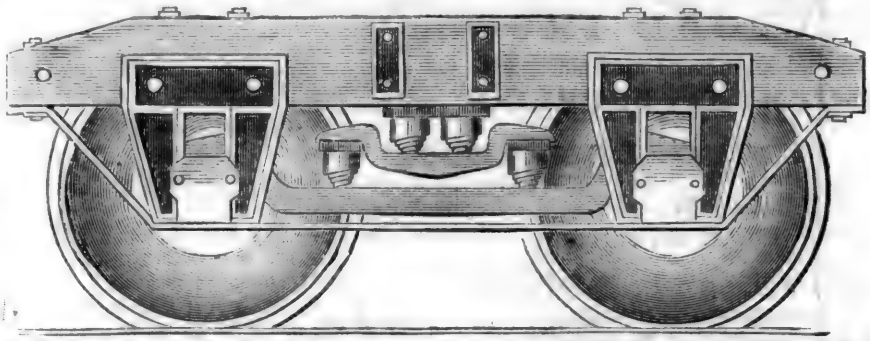
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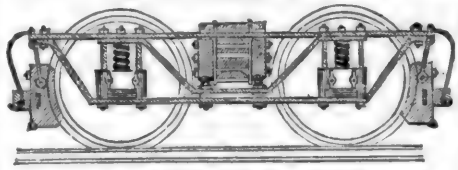
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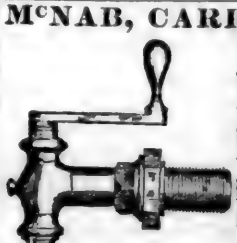
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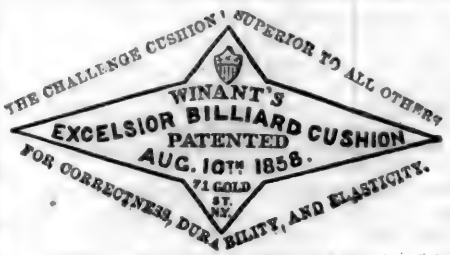
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Victoria Bridge 221
New Orleans, Opelousas and Great Western Railroad 223
European and North-American Railway of New Brunswick 224
Stockholders: Rights of all to Dividends, Changing Bonds into Stock 225
California Central Railroad 232
Pennsylvania Railroad 232
Florida Railroad 232
Houston (Texas) and New Orleans Railroad .. 233
Financial 233
Boston City Passenger Railroads 234
Railroad Earnings 234
Mobile and New Orleans Railroad 235
Steam Engineering in 1859 235
Holly's Patent Rotary Steam Engines 236

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 17, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 199.)

The estimated cost of the different parts of the bridge as classified by Mr. Ross and adopted in Mr. Stephenson's Report, dated November 3d, 1855, are as follows:

1st. The approaches and abutments	£200,000
2nd. The masonry forming the piers	800,000
3rd. The superstructure of wrought iron tubes, at £57 per foot	400,000
Total cost	£1,400,000

The abutments are represented to contain 24,000 cubic yards each, measured solid, but as they are hollow, each containing 8 cells 24x48 feet sq., the actual quantity of masonry would be reduced to 12,000 cubic yards each, or 24,000 in both.

The embankments are 2,000 feet in length, averaging 30 feet high, and cannot contain more than 250,000 cubic yards.

A very large price per yard for these embankments would be 50 cents, but if it be put $1, the sum total would be £50,000 sterling, which, deducted from the estimate of the aggregate cost of approaches and abutments, viz, £200,000, leaves £150,000 as the cost of the latter, at the rate of £6 5s stg., or $31.25 per cubic yard.

Now it is quite difficult to understand the necessity for such immense structures as these. They, certainly, are anything but ornamental. Instead of adding to the architectural beauty of the bridge or to its appearance of massiveness, the effect is quite the reverse; for the tube, by starting out of the middle of such huge excrescences, is so attenuated in appearance as to look meagre and tame.

American engineers have been at a loss to understand the necessity for any *more* masonry in one of the abutments than there is in one of the *piers*, except an addition sufficient for the ordinary wings necessary to connect with the embankment.

The quantity of masonry in the piers is represented to average 2,500 cubic yards, each, except the centre piers which contain 3,700 yards, each.

It may fairly be assumed that the piers of the first spans from the abutments do not contain more than 2,000 yards each; for the water is shoal and the difference in height above water between those nearest the abutments, and those of the centre span, is about 22 feet.

If therefore a pier of 2,000 yards will stand at a distance of 242 feet out from the end of the embankments, it is not hazardous to assume that it would stand in *a less exposed position* immediately at the *end* of the embankment. With an addition of 1,000 yards for wings, the amount of masonry actually necessary in one of these abutments was 3,000 yards, or 6,000 in both. The saving would have been 18,000 yards which at the rate of £6 5s sterling per yard, would amount to £112,500. From this saving, however must be deducted the cost of 550 additional feet of embankment—say 60,000 yards at $1, or £12,000 sterling, making the actual saving £100,500.

Among the many incomprehensible things connected with this bridge, the abutments are the most incomprehensible. It may be said that consideration should be given to the machinery or plant necessary to do the work, and that the cost of these preparations should be first deducted from the gross amount before the saving can be correctly estimated. But when we consider that the preparations which the American process would render *necessary* for laying 6,000 yards of masonry in such a location as these abutments are in, with only two or three feet of water, would consist of not more than a half dozen powerful derricks, costing not more than $500 each at a large price—this allowance would not very seriously affect the result.

Mr. Ross in his report to Mr. Stephenson, dated November 30th, 1855, says, in relation to these abutments—"These, it appears, are considered unnecessarily large and more *costly than the tubes;* and it is suggested that they may be reduced by making openings in, or by *shortening them.* These abutments are not in reality what they appear to be on paper, a solid mass of masonry. They are *hollow*, each having 8 openings, or cells, 48 feet in length and 24 feet in width." "The idea of introducing any other description into the abutments than those described is altogether inadmissable; passages through them, where ice could accumulate would insure their inevitable destruction upon the first hydraulic pressure they had to encounter." Now I submit that Mr. Ross here entirely avoids the question, and simply compares his hollow abutments, 242 ft. long, with abutments of the same length, having openings entirely through them. He wholly avoids the question whether *shorter* abutments would not answer, or whether tubes could not have been substituted in place of his abutments, at a great saving of cost, and puts in his, *ipse dixit*, unsupported by a single argument, "that any other description of structure would be inadmissible." I agree with Mr. Ross, that to have constructed his abutments with openings through them would, perhaps, have involved a risk, for the reasons he states, but it by no means follows that his embankments might not have been continued out to abutments similar in their dimensions to the piers, making the saving in the cost which I estimate, or if from some peculiar phenomena of the river, the particular space occupied by these abutments is subject to greater risks than any other part of the site, (which if it be so, is only known to Mr. Ross,) it by no means follows that these spaces might not have been occupied by another span of tubes. In this case, the structure would have required two more piers containing

4,000 yards of masonry, two abutments containing 6,000 yards of masonry, and two additional tubes of 242 feet in length each.

The estimate of cost of these according to the classification of values adopted would have been:

10,000 yards masonry, at £6 5s.	£62,500
484 feet tubes, £57	27,584
Total	£90,084
Cost of the abutments	150,000
Saving	£59,916

Upon these points Mr. Ross says not a word.

Mr. Ross says in the report referred to, "that upon paper the length of the abutments might seem unnecessary and greatly in excess" "You will recollect that the bridge is approached by an embankment 1,200 feet in length from the north shore, and from the south shore, 800 feet in length; the river being narrowed to this extent thereby. The waters thus far embayed have now to find their way through the bridge, and the current overcharged with ice, sweeping its way along the front of the embankment, attains ere reaching it, *a velocity which nothing but the most substantial masonry could resist.*"

It will be recollected that on the 17th of December last on the occasion of the opening of the bridge for traffic, a party of guests were entertained at a banquet in one of these abutments. In the course of the mutual congratulations consequent upon such an event, and in proposing a toast to Messrs. Peto, Brassey & Betts, (the contractors,) Mr. Bruce is reported to have remarked as follows:

"I remember some time ago, when in India, reading a report of a speech which was delivered by Mr. Stephenson, here in Canada, in which he spoke of a certain class of men whose experience, whose talent, and whose skill left to the engineers nothing but the *poetry* of engineering." "And if ever there was a company who by their experience, by their skill, by their capital, and by their enterprise left to the engineers who employed them nothing but the poetry of engineering, it is that of Messrs. Peto, Brassey & Betts." Now I charitably assume that the last quotation from Mr. Ross's report to Mr. Stephenson was some of the *poetry of engineering* here referred to, that being all, according to Mr. Bruce, that there seems to have been left for Mr. Ross to attend to.

According to Mr. Ross's statement to Mr. Stephenson, this is the most marvelous phenomenon of the ice movement, which has yet been discovered; viz. that the current overcharged with ice should sweep along 950 feet in length of this embankment sloped simply with loose stone, without fear of injury to it, and precisely 242 feet from the end it should accumulate such resistless *velocity* as to require such a mountain of massive masonry to withstand it. If this be true, and such a velocity is attained as is here represented, it is difficult to see how the first pier containing only 2,000 yards of masonry could stand up with such a current thrown almost directly against its side, and is the strongest argument that could be used in favor of substituting another span in place of the abutments in order to *let the ice escape before attaining such velocity.* But it is not the case to the extent here represented.

There is a current setting along the upper slope of the embankments seeking its outlet through the first opening of the bridge, but it is not by any means swift, nor is it of a depth to float ice of sufficient thickness to create the slightest fear of its effect on the abutment.

Whenever the water at these points becomes deep enough to float and carry with it any large masses of ice, it is produced by *back* water, created by jams of ice *damming the river below*, and hence has less rapidity than when shoal.

With regard to this question of depth at these points, I will quote Mr. Stephenson himself. "These embankments are being constructed in a very solid and durable manner, and from their extending along that portion of the river *only* where the depth at summer level is *not more than 2 feet 6 inches* the navigation is not interrupted. * * * * * * * Advantage has been taken of *the shallow depth* of water in constructing the abutments which are 242 feet in length and consist of masonry of the same description as that in the piers, and from their being constructed in *such shallow depth* of water, their foundations do not require any *extraordinary* means for their construction."

Mr. Keefer says in relation to this point, page 37, of his report:

"The real difficulty with the St. Lawrence opposite point St. Charles, (the site of the bridge), the point where a jam is most feared, *seems to be a superabundance of room.* The great breath of the river, and the *diminished current when the water is high, permit the ice to ground on these shoals;* whereas if the channel were confined somewhat as it is in summer, the water would maintain its passage as it does at *the head of every rapid* in the St. Lawrence and the Ottawa."

In Mr. Liddell's reply to Mr. Ross' report he says: "As the embankments in question are only in from one to 3½ feet of water, and as the rising of the water is caused by its being *dammed back* by the ice barrier below; and as the ice is said to ground on all this expanse of shoal, I cannot understand how this current overcharged with ice sweeping its way along the front of the embankment, can attain any such velocity. * * * * The substantial masonry, it would then appear, might be confined to the *face* of the abutment and a short wing wall * * * Moreover as the embankments and abutments are at right angles to the stream, and formed so as to allow the ice to slide up them, it is quite evident that it is only where the ice gets into the current passing *through* the bridge that it can have any such action as Mr. Ross speculates upon, and so, it appears to me, that an exaggerated notion of probable effects has led to great extravagance in works to provide against them."

Mr. Brunel in his report of November 30, 1855, says in relation to a modification of the dimensions of the masonry in the piers, "I would carry out the same principle of *reduction in the abutments.* * * * If all of these reductions can be effected, I think that, notwithstanding the progress already made on the south side, a saving of £60,000 or £70,000 might possibly be made."

In this connection it may be well to give further extracts from Mr. Keefer's admirable description of the *ice* phenomena of the St. Lawrence, not only from their bearing upon the particular point I am discussing, but as a matter of general interest. In order that his description may be readily understood by those not familiar with the localities mentioned, I may premise that the river opposite the *lower* part of the city of Montreal is contracted by St. Helen's Island into a deep channel of less than half a mile in width.

This channel is known as the current *St. Marys.* Immediately above the city, the river widens to about 2 miles,—this being the distance across from St. Lambert to point St. Charles. It is quite shoal at this point and somewhat rapid, but not enough so to prevent steamers from ascending into the Laprairie basin immediately above. This shoal is called the *Sault Normand,* and has but one navigable channel near the centre of the river. It is over this *Sault* that the Victoria bridge is constructed. The total fall from the level of the Laprairie basin at the head of the Sault Normand, to the foot of the current St. Mary is about 8½ feet in a distance of about 4 miles.

The current through the channel of this Sault is about 4½ miles per hour, or about the same as the Thames at London at half ebb.

The Laprairie basin extends to the foot of the Lachine rapids. Above these rapids, at a distance of about 10 miles from Montreal, the river expands into the great basin known as *Lake St. Louis.* This extends to the rapids of the *Cascades,* or to a series of rapids known as the Cascades, the Cedars, and the Coteau, which extend to Lake St. Francis. The fall between this Lake and Lake St. Louis is about 83 feet, and the fall from the latter to the Laprairie basin is about 40 feet. The harbor of Montreal, which is the head of ship navigation and the terminal outlet of the canals, is between the foot of the Sault Normand and the head of the current St. Mary. The north shore terminus of the bridge is about one mile above.

In speaking of the formation of the ice dams and the inundations, Mr. Keefer says: "It must be borne in mind that this inundation is in no way connected with floods or freshets, induced by a greater flow of water in the river than usual. On the contrary, it occurs at a time when the discharge of the St. Lawrence *is a minimum,* when the surface drainage and all the streamlets are cut off by frosts. The length of river which sends down the ice for the formation of these dams, is about 50 miles, extending from Montreal to Lake St. Francis. This lake being comparatively deep, (and therefore sluggish,) is frozen over early, and arrests the ice which descends from Prescott and the intermediate islands, another stretch of about fifty miles of river. Cornwall therefore presents phenomena similar to Montreal. The great distance, numerous islands, the strong currents and rapids between Prescott and Cornwall, send down inordinate quantities of ice, which, being arrested by the solid crust over Lake St. Francis, 'flashes' the river opposite Cornwall. In like manner, the current, the rapids of the Coteau, Cedars, Cascades, and the Sault St. Louis and Normand, bring down the 'manufacture' of fifty miles of river to be arrested between Montreal and Longue Point. The shallow expanses of Lake St. Louis and Laprairie basin, are of no value in arresting the ice on account of their strong currents. The river 'takes' *here at Montreal, because by the rise of the water the current is slackened, and the floating ice from above is arrested by the ice bridge below,*

without current enough to force it under—like logs in a boom; whereas the level of Lake St. Louis is not altered, but a certain time and degree of cold is necessary to enable the *bordages* to encroach upon its strong current. If the early part of the winter be mild, or changeable, or accompanied by much wind, these bordages may be broken off repeatedly by the swell before they are closed; but if the winter sets in, as in December, 1851, with uninterrupted severity, this lake is closed sooner, less ice descends, and a diminished rise of water, is the result at Montreal. This explains the apparent anomaly of greater inundations in open winters, and less in severe ones, *i. e.* from the damming back of the waters by ice. The Laprairie basin is so very *shallow that it is not frozen over until its depth is increased about ten feet, by the action of ice dams below.*

"The natural inference from the foregoing is that if the bordage can be retained *in situ*, and the 'taking' over of Laprairie basin, thereby be expedited, a very great portion of the supply furnished for the ice dams below would be cut off and their intensity be thereby diminished. From the foregoing reasons it seems pretty evident that the intensity of the ice phenomena at Montreal is due to the *great area of open water which exists until January above the city, to the absence of natural features above the Town* for arresting and detaining the ice formed within the area of Laprairie basin—and to the existence of *such arresting features below and opposite* the city. * * * Inasmuch as the natural bridges of ice wherever found have the effect of arresting its further descent, which descent is the cause of the grand movement described, and of the winter inundations, it appears to me that an artificial bridge in as far as it will aid in arresting descending ice, retain *in situ* the bordages, elevate the level of the water, thereby diminishing the current, and expedite the closing of the river above, *will unquestionably tend to diminish, rather than increase, the intensity of the ice phenomena* at Montreal.

(To be continued.)

New Orleans, Opelousas and Great Western Railroad.

The gross earnings of this road for the year ending December 31, 1859, was as follows:

From	Passengers	$127,263 00
"	Mails	16,000 00
"	Express	5,328 76
"	Outward freight	80,238 81
"	Inward "	141,137 11
		$370,062 68

The gross earnings compared with those of the previous years are as follows:

	1856.	1857.	1858.	1859.
January	$16,095	$18,068	$33,250	$41,482
February	20,569	22,705	30,386	32,505
March	15,604	15,804	32,629	30,246
April	18,393	22,461		25,144
May	14,520	23,340		9,894
June	12,788	19,345		15,828
July	15,687	20,989	39,631	21,215
August	14,705	22,872		23,115
September	18,816	24,331		27,992
October	18,650	30,766		37,268
November	18,857	28,230	40,963	48,658
December	21,682	35,268	48,719	56,767
	$206,365	$284,178	$225,577	$370,062

It will be perceived that the earnings for the year show a gradual increase, notwithstanding a total suspension of the freight business on account of a crevasse, for nearly two months, during a portion of the season usually most remunerative. But for this interruption, the earnings would have undoubtedly reached $450,000. Being unable to close the crevasse, the attention of the company was turned to the track, three miles of which was raised from six inches to two feet, upon crib work, which has since been filled up. This, it is thought, will secure the road in future against the effects of any similar accident.

A new bridge has been built over the Bayou des Allemands, the old one having become unsafe.

The cross-ties not being in proportion to the width of the track, others of a much larger size and double the width of the track have been introduced, which has greatly improved the road, rendering it smoother, more permanent, and of easier drainage.

Operations have been commenced at New Iberia, in the construction of the road between that place and Opelousas, and some five or six miles of roadway have been graded. The Board have determined to push the work through to its terminus on the Sabine river as rapidly as possible. With the exception of about four miles of swamp near to Berwick's Bay, the whole line from New Iberia to the Sabine, traverses a country highly dry, gently undulating, and remarkably favorable for cheap construction. The distance to be built is 178 miles—making the total length of road when completed, 258 miles. The last 67 miles passes through the pine forests.

At Pine Prairie, 110 miles from the Bay, the line makes its nearest approach to the valley of Red River. From Pine Prairie a branch road of 20 miles will connect this road with the Falls of Red River at Alexandria, and bring New Orleans, within 226 miles, or ten hours travel of that most important section of the State.

In reference to the financial condition of the company, the report says:

We stated in our last report, that the bonds issued in June, 1857, would be canceled, and a new issue made payable in thirty years. This was effected on the 1st of April last, and about 100 bonds sold, when the war in Europe put an end to negotiations. The total number of bonds sold to 31st December, 1859, was 340.

For some years past we have had a loan of $25,000, on a mortgage of our Gretna property, which we have now determined to sell, reserving sufficient for all business purposes, and paying off the debt.

The float debt, which is exclusive of the above loan, and another on pledge of United States Post Office Department certificates, ($32,000) is being rapidly reduced.

The floating debt of the company, Dec, 31, 1855, was $646,000; Dec. 31, 1856, it was $615,000; Dec. 31, 1857, $723,000; Dec. 31, 1858, $493,000; Dec. 31, 1856, $309,000; and at the date of the report, January 23, 1860, it was $268,000. This was to have been materially reduced in February, and it is the desire of the company to have it entirely paid off. This done, there will remain resources from the sale of bonds and other assets, sufficient to complete the road to Opelousas.

In the appendix to the report, full information is given respecting the bonds of the company, acts of mortgage, act establishing a sinking fund, and another providing for punctual payment of the interest, semi-annually, at the Louisiana State Bank. Also, an estimate of the cost of continuing the road to Opelousas, and thence to Texas, &c., showing that with the proceeds of the sales of the lands donated by Congress, the road can be built to the Sabine, and the bonds paid from the earnings. In which case the road, 258 miles in length, worth at a low valuation (with equipments) 6½ millions, will be the property of the stockholders free of encumbrance.

The total capital fixed by the charter is $6,000,000, distributed thus:

State, payable in proportion to actual payment by other subscribers	$1,200,000
City, paid in bonds	1,500,000
Individual subscription and tax stock	3,300 000
	$6,000,000

But as the city and individual payment will not exceed $2,800,000, the State cannot be called upon for over $700,000, unless new subscriptions shall be given; and the total capital of this company, fixed at $6,000,000, will actually be only about $3,500,000; and will be held thus:

State,	28,000 shares amounting to	$700,000
City,	60,000 " "	1,500,000
Indiv'l	52,000 " "	1,300,000
		$3,500,000

The lands donated by Congress will, it is estimated, produce some two or three millions, and with this aid a road worth six and a half millions, may be completed and become the property of the State, city and individual stockholders, to whom the cost will have been only $3,500,000. The prospective value of stock may be estimated from this statement, depending, however, upon a speedy construction of the road, without interruption, to Opelousas, (by which the revenue will be greatly increased,) and thence to the Sabine, with funds to be obtained from sales of a portion of the donated lands, of which some 86,000 acres will be secured on reaching Opelousas, and which are in great request, at prices fully sustaining the estimate made of their value.

Condensed Balance Sheet, Dec. 31, 1859.

RECEIPTS.

Private stock	$665,592 77
City, New Orleans Tax	178 534 62
Parish Orleans, Right Bank	47,976 57
Parish St. Mary Tax	120,941 08
Parish St. Landry Tax	31,867 39
Parish Lafayette Tax	14.077 74
New Orleans subscription, in bonds	1,500,000 00
State of Louisiana, in bonds	631,000 00
Earnings from commencement	1,226,092 91
Company bonds	353,849 36
	$5,109,932 39

EXPENDITURES.

Right of way	$12,900 15
Expenses	192,724 88
Discount and interest	700,861 21
Depots and stations	235,443 51
Bridges	104.699 44
Construction First Grand Division	2,321,837 56
" Second " "	10,064 70
" Third " "	15,505 27
Machinery	22,700 12
Rolling stock	420,712 82
Maintenance of way	874,706 54
Transportation expenses	549,183 18
Public lands	3.171 88
Steamboats and barges	29.385 92
Gretna property	40 861 52
Lands on Bayou Cocodrie	1,527 00
Cash and cash items	78,647 14
	$5,109,932 39

Accompanying the report is a very fine map of Western Louisiana and Texas prepared by G. W. R. BAYLEY, Esq., the eminent Chief Engineer of

the Company, which exhibits in full the systems of railroads built or in progress in the respective States.

The office of the company is at New Orleans. The officers for 1860 are—

President—William G. Hewes.
Treasurer—Benjamin F. Flanders.
Vice President—A. B. Seger.
Chief Engineer—G. W. R. Bayley.

European and North-American Railway of New Brunswick.

We are in the receipt of the annual reports of the Chief Commissioner, Chief Engineer and Superintendent, of this railway for the year 1859. In the *Railroad Journal* of March 12th, 1859, will be found a review of the operations for the previous year. A comparison of that, with the present report shows the following statement:—

Up to end of year.	Total expenditures.	Total estimat. cost.	Estimated am't to complete.
1858....	$2,100,356	$3,711,904	$1,611,548
1859....	3,417,383	4,268,689	851,306

	Miles completed and in operation.	Miles in progress.	Total length.
1858....	29.90	78.28	108.18
1859....	64.30	43.88	108.18

It will be seen that although, at the beginning of the year 1859, the estimated cost of completion was $1,611,548, and during the year the expenditures have reached $1,317,027, the road still requires $851,306 of expenditure to finish it. The present estimated cost complete exceeds the cost estimated in the report of 1858 about $556,000 or 15 per cent. The work has progressed so far that these figures are published with confidence. The increase of cost is accounted for by the fact that the original lettings were—for the sake of expediting the work—made upon incomplete surveys covering some of the heaviest work upon the line. Upon looking over the report of 1858, it will be observed, that the whole line had been located under the original contract with Jackson & Co. which included the engineering. As a matter of course, the alignment and grades as well as the contemplated masonry structures were such as would very naturally be designed under such a contract. The line was made quite sinuous, for the purpose of avoiding heavy cuttings and embankments, and hence the masonry of bridges and culverts was light.

When this contract was canceled and the line passed into the hands of the Government, it was deemed expedient to change the greater portion, with a view of straightening the alignment and shortening the distance. By these changes, the curvature was reduced 1,728°, and the actual length 2⅔ miles. The minimum radius of curvature was changed from 1,584 to 2,865 feet, while the maximum was increased from 5,280 to 12,278. These various changes extending over almost the entire line involved the necessity of executing a large amount of engineering in a very short time, and consequently a considerable portion of the work was let before these new surveys were complete, the estimates for which were based upon the original surveys. Mr. A. L. Light, the engineer, refers to this in his report for 1858. In speaking of the Lakefield division among others, he says:—"From the limited time allowed in preparing the plans of construction of this division and from the absence of that knowledge, that more definite surveys could alone supply, and from the fact that, at this time, the engineering staff was far from complete, some of Mr. Giles (Jackson & Co.'s Engineer) general plans were adopted in order to save time."

A new system of letting the contracts was adopted by the Government, viz., in lump sums for each section, rendering it necessary as is quite evident, for every detailed plan to be determined in advance and thus depriving the engineer of the advantage of perfecting his plans as the work progressed and his judgment as to the necessities of each particular case had been perfected by a more intimate knowledge of the localities.

One of the peculiarities of this climate, as Mr. Light says, is the sudden alteration from frost to thaws and rains. In order that the work should be let for lump sums understandingly and upon proper plans, Mr. Light says that the summer season should be devoted to perfecting the locations and a winter and spring devoted to observing the fall of rain and effect of freshets. From an insufficiency of time to ascertain exactly what was required, the estimates were based upon plans of bridges and culverts, which subsequent observations in the winter and spring proved would be insufficient in size to carry off the water, and that the quality of the masonry also, although it might have answered the purpose, was below what a due regard to the safety and permanency of the road was deemed to require.

The freshets of the last and preceding winters demonstrated the necessity of larger openings for the water courses than had been previously thought necessary. The whole line, Mr. Light says, from Passedeag to Sussex, runs along a range of hills from which the water comes with sudden flushes, and on this account requires frequent openings through the road. So, with the line from Moncton to Salisbury which passes a range of table lands cut up by ravines drawing water from an extensive range of hills.

These ravines, at the time of the surveys, had but little water in them, but subsequent experience and observation justified double the amount of masonry first contemplated, and of a more permanent and solid character. Such full and elaborate surveys, however, as would have given an entire knowledge of every possible element of cost would have postponed the letting of the contracts and it cannot be seen that it would have resulted in anything better than a more thorough anticipation of the amount to be expended without, in the least, affecting the actual result.

Again, in exercising the strictest economy in the estimates in accordance with the requirements of the Commissioners, several of the grades were left up to the maximum, and when the remainder of the road was located, these grades being found confined within the limits of a few miles, and exceptional only, it was deemed ultimate economy to reduce them, as they limited the capacity of the whole line. This has been done, but, of course, at an increase of cost.

The experience of every railway company under the operation of lump contracts proves, that, unless they are based on the most perfect and complete locations and upon detailed plans of every structure required, they are no more a criterion for estimates of ultimate cost than the most crude and superficial survey. Indeed, they are rather the cause of an increase; for extra claims are with contractors the rule rather than an exception, and a change of the character of the works, even if it be lessened in cost, is in nine times out of ten the basis of a claim of damages.

It is next to impossible, even with the most elaborate surveys, and with ample time for observation of the water courses and drainage of the country, for the engineer to foresee every contingency. They can only be developed by the progress of the work, and besides, as a rule, railway companies appreciate so little the importance of thorough examinations that they are unwilling to incur the expense of inquiry. Hence it is the case without exception, that the final cost in all such works exceeds the original estimates.

In this instance, however, the excess in its amount is trivial compared with the majority of cases and the causes are plainly and satisfactorily accounted for. A few examples are given in the following table:—

Name of Road.	Original estimate.	Actual cost when opened.	Per cent. of cost over estimate.
Atlantic & St.Lawr'e..	$3,000,000	$5,000,000	66
N. Y. and Erie.....	10,000,000	27,000,000	170
Grand Trunk.....	38,000,000	60,000,000	60
Hudson River	6,000,000	10,000,000	67

It is satisfactory to know that the increase of 15 per cent. in this case, has not been wasted in commissions and discounts and depreciation of securities, without benefitting the work, but has been judiciously expended in making a thorough and permanent road. The finished cost, as now estimated, is at the rate of less than $40,000 per mile, including buildings, wharves, right of way, lands and equipment; which, considering the features of the country, and the character of the work executed, is not a high figure.

The westerly end of the road has been in operation 9 miles, since the 1st of June, 1858, but was opened to Sussex, 44 miles, on the 10th November last. From the Superintendent's report we gather the following: The total receipts for Nov. and Dec., 1859, and Jan., 1860, on this distance, were $15,192.

The easterly end of the line, at Shediac, has been in operation for a length of about 21 miles, since the 20th of August, 1857.

The receipts for the year ending 31st Oct., 1859, on this distance, were $8,809.

The total receipts for the year on all the road in operation, viz: 21 miles at the easterly end, and 9 miles at the westerly end, increased to 23 miles on the 10th of June, are as follows:

110,581 passengers.....	$23,216
Freight.....	11,692
Hire of locomotives and cars.....	23,992
Wharfage, storage, &c.....	288
	$59,188
The total expenses were.....	36,008
Net receipts.....	$23,180

The whole cost of maintenance of way and

buildings is but $2,910—or about 8 per cent. of the expenses. This is an evidence of the very thorough manner in which the road is constructed. The repairs of road and buildings, not including renewals of iron, on the N. Y. & E. R. R., the N. Y. Central and the Hudson River Roads respectively were, for the year 1858, 25, 21, and 22 per cent. of the total cost of operation.

The statements from which the above figures are deduced, are full and systematic, giving each item of expenditure per mile run, and the result may be considered as remarkably satisfactory, considering the yet unfinished state of the road. The whole line will be opened for traffic in July, and the above results warrant most favorable anticipations of the traffic, when these isolated portions shall have been connected.

Journal of Railroad Law.

STOCKHOLDERS: RIGHTS OF ALL TO DIVIDENDS, CHANGING BONDS INTO STOCK.

The custom of surrendering up the bonds of a Railroad corporation, and receiving an equivalent amount in the stock of the company is unquestionably an advantageous arrangement to all parties. But the best arrangements will often give rise to difficulty and law suits. The case of Jones *vs.* Terre Haute and Richmond R. R. Co. is one of these cases, and we think it important to all interested in the bonds or stock of Railroad Companies.

The plaintiff was the owner of four bonds issued by the defendants, a corporation chartered by the State of Indiana, for $1,000 each. These bonds contained a clause by which the defendants agreed to transfer to the holder thereof, at any time before the same fell due, whenever the holder should elect to receive the same, on delivery of such bond and of the unpaid coupons to the treasurer of the company at Terre Haute, an equal amount at par in the shares of the capital stock of said company in exchange for such bonds. The charter of the company provided that semi-annual dividends of so much of the profits as the directors should deem expedient, should be made on the first Mondays of December and July, unless the directors should fix on a different day, and pay the stockholders as soon thereafter as they could with convenience. On the 26th of November, 1856, the plaintiff mailed his bonds, with the unpaid coupons, to the secretary of the defendants, with a demand inclosed, requesting to have the same converted into capital stock, according to the condition in the bond. Such letter reached the Post office in Terre Haute on the 30th November. The defendants did not take the letter from the Post office on that day, and it was not actually received by the defendants until the 3d of December. On that day the Secretary informed the plaintiff that his bonds were received too late for the stock to be entitled to a dividend for the six months ending November 30th. On the 16th December, the Secretary sent to the plaintiff a certificate of stock, dated the 3d December, and a check for interest up to 1st December, being three months' interest, on the bond, or one-half of the amount of the coupon first coming due. This check the plaintiff returned.

On the 15th January the directors passed a resolution ordering that the fiscal year thereafter terminate on the 30th November, and that dividends be declared on the business of the board for six months, ending 31st May and 30th November. The stock and transfer books were closed on the 30th of November, and continued closed fifteen days, and were opened on the 16th of December. On the 17th of December, the defendants declared a dividend as follows:

"Ordered that a dividend of seven per cent. be declared, out of the surplus earnings of the road, ending November 30, payable January 6th." It also further ordered that a stock dividend of twenty per cent. payable in stock and charged to the surplus account be paid to the holders of stock, at the close of the fiscal year, November 30th. The plaintiff demanded the cash dividend and stock dividend, both of which were refused, and he brought this action to recover the same.

The cause was tried before a justice, without a jury, who found as a matter of law, that the issue of stock to the plaintiff did not entitle him to a share of the dividend declared on the 17th of December, nor to any damages against the defendants for non-payment, and that the terms of the resolution did not give the plaintiff any right to said dividend, or any part thereof, or any damages for non-payment thereof. To these rulings the plaintiff excepted and appealed to the general term of the Supreme Court. The opinion of the court is as follows:—

INGRAHAM, J.—It must be conceded that before making the dividend on the 17th of December, the plaintiff had, by the act of the company, been admitted a stockholder, of the date of the 3d December, and even if his rights did not attach until such certificate was actually issued, the issue of it on the 16th December, and placing it that day in the Post office, was an issue to him of the stock at that time and entitled him to all the rights of a stockholder.

Had the corporation declared a dividend while the books were closed, and before the plaintiff was admitted on the books to be a stockholder, by the issue to him of the stock, it might have become necessary for him to enquire whether the arrival of the plaintiff's letter at Terre Haute, on the 30th November, in the Post office, gave him any right to be deemed a stockholder as of that day. The condition of the bond was that the same should be presented to the treasurer at Terre Haute. This condition was not complied with by sending a letter to the secretary, which was not received by him until a subsequent date, and gave the plaintiff no right to be deemed a stockholder. If it had been shown that application for letters on that day was purposely avoided, another question might arise on this branch of the case which it is not necessary now to discuss.

Prima facie, all stockholders, at any particular period, are equally interested in the property and business of a corporation. They assume the same liabilities, are entitled to the same rights, and are equally owners of the property. When, therefore, the directors undertake to distribute among the stockholders any portion of the funds or property of a corporation—whether it be called profits or not—all the stockholders are entitled to an equal share in the fund, proportionate to their stock; whether they have been shareholders for a longer or a shorter period. Unless the charter gives the directors power to discriminate between the stockholders at different periods in the distribution of profits, they are all entitled to share therein. The designation of a fiscal year has nothing to do with the distribution of its proceeds, among the stockholders at the close thereof. It may be more properly referred to as the period for making up, on the books, annual accounts. If it limited the profits to those who held stock at that time, it would alike exclude stockholders who subsequently acquired stock from any surplus remaining after the dividend was declared, as it would form a participation in the dividend then made. But it is not even necessary for the purposes of this appeal to invoke the aid of these principles. By the terms of the resolution itself, the 7 per cent. dividend was declared to be a dividend of seven per cent. out of the surplus earnings of the road, ending November 30th, payable January 6th. It was not limited as the stock dividend was, to those who held stock at the close of the fiscal year. It was unlimited. Who were then entitled to it? The stockholders. Who were they? All who held stock, when the resolution was passed on the 17th December. The plaintiff was at that time a stockholder, by the voluntary act of the defendants.

As such he was entitled to a dividend on his stock, under this resolution, just as much as were the other stockholders. Any other rule would give to the officers of a company a discretionary power as to whom they could pay dividends to. They must pay to the persons holding stock on the books of the company. If the directors making the dividend, do not limit the period, the officers have no right to do so, and their only guide is the stock book to ascertain the parties entitled thereto at the date when the dividend is declared. As the plaintiff was a stockholder on the books of the company at the time the dividend was declared, he was entitled to the cash dividend under the resolution as passed by the board of directors on the 17th December, 1856.

I do not mean to be understood as applying these rules to a case where the dividend is declared before the books are opened. There the officers must be governed by the books as they existed at the time they were closed and the distribution be made accordingly.

The views above expressed dispose of this appeal and render a new trial necessary. It is, therefore, not requisite that we should examine the other question in the case, viz, whether a board of directors, in making a dividend, can limit it to persons holding stock at any given time, to the exclusion of others who subsequently acquire stock. The question is not free from difficulty, and I am inclined to the opinion that the board of directors had no power thus to diminish the value of the stock. But we refrain from expressing any further opinion thereon, at the present time.

The appeal was, therefore decided in favor of the plaintiff.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending March 13 1860.

BONDS.			Per cent.	
Little Miami, 1st Mort.		6s	85	and int.
Covington and Lexington, 1st Mortgage		7s		and int.
" " " 2d "		7s	66	"
Ohio & Miss., E. D., Construction		7s	20	
Cinc., Ham. and Dayton, 2d Mortgage		7s	84	"
" " " 1st "		7s	93	"
Indianap. & Cincinnati, do. do.		7s	75	
STOCKS.				
Cincinnati, Hamilton & Dayton	Ex Div.		67½	
Columbus and Xenia			86	
Indianapolis & Cincinnati			39	
Little Miami			83½	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Latteral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,488	99.2	.....	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—					57.0	.....	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohi*	7,252,801	681,859	114,894	3,441,859	4,051,547	728,546	8,360,702	202.0	.....	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,021	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '58	—	—	—	295.8	—	—	—	*North E st and Sou h West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. ..	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.3	....	....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	—
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	904,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	127½
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	308	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,632	315,832	8	....
31 Mar. '58	59.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	87
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
.. .. 59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Apr. '58	—	—	....	45.1	....	....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. 59	28.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	.....	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,076	86.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	....	133.5	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	.....	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	.....	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839 6 4	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,685	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102½
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	.....	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	50
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
.. .. '58	138.0	—	....	75.0	....	....	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	.....	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,778,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	64
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	.....	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,478	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	59
.. .. '57	175.0	—	....	—	....	....	.....	Grent Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	.....	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,074,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	.....	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	.....	....
.. .. ..	—	—	—	129.0	....	....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	.....	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	.....	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	.....	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,908	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	.....	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	.....	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	.....	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	.....	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	89
31 Dec. '58	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	.....	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	.....	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	.....	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	.....	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	428,408	227,534	—	....
30 Jun. '57	23.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	.....	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	.....	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,089	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,161,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	.....	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750.666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	.....	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	.....	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and G. W est'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	.....	....
31 Mar. '59	206.0	—	....	205 0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	.....	....
31 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,284	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500			32.0	22.001	30,957	17,265	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.186	281,929	89,786	—	----
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	----
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,069	16,530	.....	----
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,749	.....	----
31 Dec. '58	—	—	—	23.0	...	...	.....	Penobscot	308,413			180,000	143,678								----
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	92½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,405	28,404	—	----
31 May, '59	18.5	—	.....	38.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	----
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,228,184	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	68½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	30.0	187.427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,955	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,004	364,049	—	154
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601.360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352.512	531.477	268,798	8	99
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860.119	394,475	8	107½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316.522	654,673	337,648	7	105½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177.164	271,592	138,223	4½	----
30 Nov. '59	44.1	30.5	24.4	—	55	46	388	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426.161	693,409	325,805	—	87
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	98
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	.....		298,951	363,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	----
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	----
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	145,261	25,264	6	----
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,093	653,533	26.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....		223,176	675,000	2,856	901,029	8.4	20,888	22,531	.....	—	----
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.5	410,591	646,755	306,413	6	104
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	[27,000	6	----
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216.327	341,836	126,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	----
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	515.112	11.5	26,026	58,784	15,403	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	.....		448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	----
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Nov. '59	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	478,048	.....		385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,393	—	----
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107.478	246,798	106,317	—	12
30 Nov. '59	158.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208 726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	110
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,936	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	----
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,560	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	39½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,919,425	777,273	—	8½
-- -- --	—	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	----
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	----
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	----
-- -- --	—	—	—	—	...	...	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	—	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	----
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	[8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866.659	28.5	52,618	44.709	17,063	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	54½
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4.182	16.603	1,528	—	----
30 Nov. '58	16.8	—	.....	—	...	...	.....	Eastern	525,205	.....		.....	.....	.....	525.205	ope	r. by Eas	tern Mass.	.....	—	66
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,687		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	.....		563,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	86
31 Mar. '58	58.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	58.8	33.170	59,774	21,156	—	----
31 Mar. '59	99.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268.657	353.101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,173,285	*		1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	----
30 Nov. '58	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	122½
30 Nov. '58	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,787,970	*		656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	----
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,208,000	3,186,000	175,000	5,580,981	64.0	488.871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	----
31 May, '59	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.6	.....	239,179	110,040	3	----
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295		3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	554,087	10	124
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Nov. '58	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	.....		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	----
30 Nov. '58	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	.....		248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	----
30 Nov. '58	18.7	—	.....	—	...	...	.....	Warren	1,568,713	*		968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	6¼	----
30 Nov. '58	13.0	—	.....	47.0	...	...	.....	West Jersey	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelines.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356			275,793		8,697								
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,095	1,575,099	50,000			32.9	93,894	84,119	11,215	—	----
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934			1,000,000	1,289,934				ope	r. by W	estern.		6	----
30 Sep. '58	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570			37.5	34,424	60,524	32,413	—	----
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	486,661			250,000	220,000				14.8	16,530	23,554	9,204	5	----
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709		176.0		541,249	172,321	—	----
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378			87.8	356,145	814,116	359,609	6	----
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042			34.6	59,539	59,427	5,092	—	----
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000		—	380,000	70,000				ope	r. by N.	Y. & E.	24,000	7	----
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls									ope	r. by Re	ceivers.		—	----
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708		—	352,742	14,000	28,716	396,416						—	----
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889		—	59,374	38,500	23,404			ope	r. b. B. N.	Y. & E.		—	----
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000					17.3	49,519	58,207	10,840	6	----
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644			150.0	700,224	1,842,636	770,096	—	39½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203		—	75,771									—	----
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856							—	----
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270		101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	257	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005		655.9	3,945,128	6,200,848	2,791,419	7	73
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300		495.0	3,000,369	4,482,149	1,404,837	—	9
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640			152.9	621,747	975,853	358,792	—	9
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—		1,494,000				121.8	311,404	410,806	127,013	—	----
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875			35.9	69,759	109,152	60,829	8	----
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138			75.4	98,686	94,385	44,715	—	----
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000				46.2	89,380	208,223	33,946	3	----
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539		—	555,450	150,000	30,417			18.4	32,980	37,280	18,590	2	----
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810			18.0	17,620	12,025		—	----
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500				ope	r. by Ren	s. & Sar.	30,150	2½	----
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456			54.5	107,506	139,388	82,196	—	----
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000		—	40,000									—	----
30 Jun. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856		—	284,850	85,000				ope	r. by Lo	ng Isl.	37,560	9	----
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418			81.3	148,240	177,627	74,359	—	----
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083			27.2	61,614	125,042	53,289	—	----
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	30,075	—	275,000					ope	r. b. Hud	s. River.		6	----
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114		—	30,000	680,000				ope	r. by oth	er Co's.		—	----
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611		96.8	215,605	397,712	187,000	6	----
								NORTH CAROLINA.														
-- -- '58	95.2	2.0	....	—	....	....	....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	....	....		95.2	....	....	....	—	----
-- -- '58	223.0	....	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	....	....	....		223.0	....	....	....	—	----
-- -- '59	97.0	....	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	....	....		97.0	....	206,913	108,541	—	----
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	....	....	487,043	209,793	—	----
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069		477,554	235,201	8	----
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,795	*	4,700	290,212		70,860	364,072						—	----
								OHIO.														
-- -- '58	....	....	....	....	....	....	....	Atlantic and Great Western	613,231	....	....	866,939	....	77,294	....		....	....	....	....	....	----
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	89,028	3,370,281	118.2	....	....	332,226	146,812	—	----
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	....	....	597,633	71,356	—	----
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	....	....	489,437	249,666	7	67½
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.								37.0	....	....	....	....	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	....	131.8	304,168	190,745	19,180	....	—	----
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	33,000	8,242	5,343,275	141.2	....	....	1,118,639	575,159	7	89
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	....	—	----
31 Dec. '59	95.4	1.2	37.9	—	31	39	455	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110½
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	5
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	....	798,155	414,456	6	20
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	....	31.0	6	9	105	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	....	72.0	144,000	84,000	17,760	—	—	----
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	83	
31 Dec. '58	72.0	—	....	72.0	....	....	....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	....	....	72.0	144,606	124,559	66,779	....	—	----
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	....	125,940	66,253	....	—	----
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	....	....	16.0	40,064	64,000	33,000	....	—	----
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	....	—	----
-- -- '59	36.0	—	....	84.0	....	....	....	Fremont and Indiana	....	....	....	....	....	....	....	....	....	....	....	....	—	----
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	....	47.0	60,901	63,141	13,573	....	—	----
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	....	13.0	24,000	31,126	10,460	....	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83½	
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	46,452	....	—	----
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	....	881,957	312,441	....	—	----
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	....	125.0	....	....	....	....	—	----
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,987	2,697,090	2,134,000	439,261	5,508,357	205.9	....	577,958	211,894	....	—	----
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	....	—	----
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	....	55.6	70,000	110,200	53,100	....	—	----
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500		—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	....	....	—	----
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	....	....	....	—	----
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	....	676,022	159,769	—	19½	
								PENNSYLVANIA.														
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	....	87,940	45,000	....	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	....	1,412,900	20.5	....	311,201	164,554	10	—	----
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	....	337,257	90,438	....	—	----
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—	----
31 Dec. '59	110.8	2.3	36.0	—	....	....	....	Del., Lackawanna and West'n	8,831,767	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	....	1,430,512	881,609	—	86	
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	388,121	365,500	188,515	940,136	36.3	....	....	....	....	—	----
30 Sep. '59	18.6	—	4.0	—	....	....	....	Erie and Northeast	700,000	....	....	600,000	400,000	....	1,000,000	ope	r. b. Buf.	& S. L.	....	10	—	----
31 Aug. '59	36.9	18.6	21.9	—	....	....	....	Harrisburg and Lancaster	1,882,555	....	....	1,087,100	661,000	....	1,883,343	55.5	....	423,561	166,852	6	54	
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	....	....	1,809,563	32.3	....	32,411	7,267	....	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	....	84,017	3,413	....	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	....	116,200	67,600	....	—	----
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	....	*	—	1,966,350	1,500,000	....	....	45.7	....	525,846	333,896	6	25	
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	....	....	—	----
31 Dec. '59	20.0	—	4.0	—	....	....	....	Lehigh Coal and Navigation	1,380,000	....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	....	....	595,857	503,660	6	—	----
30 Nov. '59	24.5	74.8	45.5	1.5	28	23	3,026	Mine Hill and Schuylk. Haven	2,594,228	(266,838	—	2,800,000	....	....	2,991,150	72.3	....	556,192	379,976	10	—	----
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,820	2,787,000	377,818	6,320,638	65.7	....	347,302	188,398	....	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	....	31,356,832	384.0	....	5,362,355	2,231,617	—	—	76
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	....	250,000	50,000	....	20.0	....	1,637	....	....	—	----
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	....	288,657	157,194	—	—	----
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	....	2,724,293	1,245,816	....	41½	
31 Dec. '59	28.0	—	....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	....	....	----
Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	30½	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	[Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
30 Nov. '58	43.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,434,154	6[illegible]	60.0	.....	60,438	.....	—	.....
30 Nov. '58	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,663	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	.....	1,768,993	492,721	—	39½
30 Sep. '58	31.0	—	11.0	—	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '58	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....	.....
30 Sep. '58	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....	.....
30 Nov. '58	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	—	—	—	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.														
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	.....	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	.....	23,005	1,278	.....	.....
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	.....	283,265	151,536	6	.....
-- -- '58	40.3	—	.....	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	—	—	—	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	.....	220,014	96,145	.....	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,986	7,701,337	242.0	.....	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	—	—	—	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	.....	—	.....
								TENNESSEE.														
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	.....	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	380,407	.....	130.3	150,142	.....	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	.....	1,330,512	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	.....	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	.....	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,865	.....	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	.....	675,832	310,199	3	.....
	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	284,544	.....	45.8	57,950	.....	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).														
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	.....	—	.....
-- -- '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	.....	—	.....
-- -- '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	.....	76,958	.....	—	.....
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	.....	—	.....
-- -- '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	.....	—	.....
								VERMONT.														
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	.....	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,223,376	3,145,001	1,013,764	6,202,141	119.6	395,762	.....	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	.....	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	.....	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope r. by Vt. Central			.....	.....	—	.....
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	.....	43,998	10,493	—	55
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope r.b. Troy & Bost.			55,858	.....	—	.....
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,524,194	.....	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	—	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	.....	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	.....	310,988	180,085	6	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	.....	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,981	1,250,186	24.9	79,921	.....	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	.....	240,817	105,726	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	.....	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	.....	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	.....	69,009	10,816	—	.....
								WISCONSIN.														
-- -- '59	55.0	—	.....	16.0	.....	.....	.....	Kenosha and Rockford	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	.....	159,456	82,182	—	.....
-- -- '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	.....	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	.....	883,186	439,943	—	1½
-- -- '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	.....	213,964	31,045	—	.....
-- -- '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox River Vall.	.....	.....	.....	—	.....
								FOREIGN COMPANIES.														
								CANADA.														
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,876	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	.....	—	.....
-- -- '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	.....	—	.....
-- -- '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,390	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	—	6	38
-- -- '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	.....	3	.....
-- -- '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	27,081	.....	.....	.....	—	.....
-- -- '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,590	.....	.....	.....	—	.....
-- -- '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,232	.....	.....	.....	—	.....
-- -- '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	.....	—	.....
								NEW BRUNSWICK.														
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	.....	—	.....
-- -- '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	.....	—	.....
								NOVA SCOTIA.														
-- -- '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	.....	—	.....
								NEW GRANADA.														
-- Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	.....	1,925,444	1,360,160	15	133½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83½
" "	700,000	6	1880	83
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	57½
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	140,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	307,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1901	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	736,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,060,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	91
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	93
2d Mortgage	950,000	---	1890	84
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	60
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
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------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	500,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,990	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	102½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	81
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	89
Construction	4,115,000	6	1875	89
Free Land	3,000,000	7	1860	104
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,786,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	70
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,086	6	1888	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	8		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	86
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	49
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	28
Unsecured (convertible)	2,443,000	7	1862	28
Sinking Fund	2,193,000	7	1875	28
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,955,500	6		79
2d Mortgage	461,378	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1900	96½
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1870	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	96
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1860	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	366,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sandusky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----	---	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	-------	---	------	17
2d Mortgage	-------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----	---	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	70½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1890	----
Western (Mass.):				
Sterling (£809,000)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ----	----	---	----	----
---- ----	----	---	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, March 17, 1860.

California Central Railroad.

The construction of railroads in this new State has commenced in earnest. Up to the present time, nearly, its people have been too much occupied by matters of pressing necessity, always incident to the occupation of a new country, to devote much time or thought to the improvement of means of intercommunication. The State has now increased so much in wealth and population that railways have come to be regarded as the most desirable acquisition—as a matter of absolute necessity, to give full effect and value to the vast resources of the State.

The routes for railroads in California are, in a singular degree, marked out by the topographical features of the State. That portion of it drained by the waters falling into the Bay of San Francisco is divided into two sections—one the great plain lying between the Sierra Nevada and the Coast Range, some 70 miles broad and 300 in length, and which constitutes the agricultural portions of the State; and the other the western slope of the Sierra, from which all the rivers descend, and which constitutes the *mining* districts. The great plain is traversable for railroad in any direction. The mountains admit only of short lines following up the water courses, which soon become too rapid and too closely enclosed between precipitous cliffs, to allow the further progress of these works.

The great bulk of the population, of course, is in the mining district. They produce $60,000,000 in gold annually. They are solely occupied in mining, from necessity as well as choice, their being little or no arable lands in the mountains. Everything they consume, consequently, they import. The amount of transportation which their wants create is enormous, and can hardly be estimated in communities where a greater degree of division of labor supplies to each district nearly everything consumed.

It was to meet these wants that the Sacramento Valley Railroad, a short line of about 22 miles, was constructed. It extends nearly east from the City of Sacramento, at right angles, to the foot hills. It consequently accommodates only one important point, which commands the trade of a portion of but one county, Eldorado, containing about 40,000 souls. Yet, with its short line and with the limited area from which it draws its trade, its earnings already equal those of the first class roads of the Eastern States, as will be seen by the following statement, covering the whole period since its opening:

	1856.	1857.	1858.	1859.
Earnings ..	$173,433	178,186	190,436	211,420
Expenses ..	87,483	87,463	80,885	92,300
Net.....	$85,950	90,723	109,551	119,120

It is at the eastern terminus of this road that the line of the California Central Railroad commences, whence it runs very nearly north to the important town of Marysville, on Feather river, a distance of about 40 miles, skirting in its course the foot hills of the Sierra, and crossing every few miles the great routes leading to the mines. The road, consequently, occupies the best route possible; one that can never be superseded or invaded by other lines. It will command the trade of the great mining counties of the State—Placer, Nevada, Yuba, Butte, Sierra, Plumas, Tehama, Shasta and Siskiyou; the road will serve as the route of trade and commerce for the whole northern and central portions of the State, embracing at least a population of 200,000, whose contributions to it cannot be less than $10 per head, annually.

This is, in fact, a very small estimate for a people whose whole commerce passes over one line—a people who are constantly moving, and the products of whose industry exceeds five times that of the same number in the Eastern States, and who readily pay prices, far beyond our ideas taken from Eastern roads.

The road traverses one of the best agricultural portions of the State. It also runs in the immediate vicinity of establishments that turn out 100,000,000 feet of lumber, annually, so that it must have an ample business from its local traffic alone, to say nothing of the mining population.

Good progress has been made in the construction of the Central road. All the more difficult portions of grading and bridging have been completed. The rails required for the whole line have been purchased, the larger portion of them being on the ground, and are being rapidly placed on the road. For the first division of 20 miles, all the materials for the track, in addition to the rails, are provided, and the whole road can now be completed within the time necessary to lay the track.

This road, though not constructed with such an object in view, as far as it goes, occupies the route for the future railroad across the continent. It is on the direct route to the newly discovered silver mines on the eastern slope of the Sierra, which bid fair to exceed in richness anything of the kind yet discovered. It is the portion of the Pacific road, extending from San Francisco to the eastern boundary of the State, that the people of California are proposing to construct, using the California Central for its whole length. There can be no doubt of the speedy commencement of this undertaking on their part. They are equal to the task of constructing a railroad through their own territory, and well understand the effect on the national councils of a vigorous demonstration on their part. There is no doubt that the State will, as soon as a proper plan is matured, lend its aid to an amount necessary to carry the road across the mountains, a distance of some 300 miles from San Francisco. Her credit is untarnished, and she can easily provide the means for the construction of her portion of the great national work.

Pennsylvania Railroad.

At the annual meeting of this company, held in Philadelphia, on the 5th inst., the following gentlemen were elected Directors for the ensuing year:

J. Edgar Thomson, Washington Butcher, William R. Thompson, Josiah Bacon, Thomas Mellon, John Hulme, G. D. Rosengareen, Wistar Morris, G. W. Cass, William H. Smith, Pittsburg.

Florida Railroad.

The Florida Railroad Company have concluded a contract with Mr. W. Phelan, to complete the track laying to Cedar Keys. The contractor guarantees to have the track ready for the cars, to the Keys, by the 31st of May.

Houston (Texas) and New Orleans Railroad.

The New Orleans, Opelousas and Great Western Railroad is already completed and in operation from Algiers, opposite New Orleans, to Brashier, on Berwick's Bay, a distance of 80 miles; and the company are making preparations to extend it 85 miles farther, to New Iberia, in the Parish of St. Martin.

Parties in Texas are building a road from Houston to Madison, on the Sabine river, a distance of 101 miles. Upwards of 50 miles of this road are graded, and in readiness for the superstructure. The rails are laid for about 20 miles; a large force is at work upon it, the iron for the whole distance has been purchased, and much of it is upon the ground, and the work of laying the superstructure and rails is rapidly progressing. The iron is being laid between the Nuches and Trinity rivers, in the direction of Houston. The company have upon the road two locomotives and twenty-two construction cars, together with two steamers, engaged in carrying iron and other materials from the Sabine Pass up to the line of work. The ties for 50 miles are nearly, if not quite, prepared for laying. The contractors expect to have the whole road between Houston and the Sabine completed in all of this year, with the necessary equipments and appointments, forming a connection with a line of steamers running between the Sabine Pass and the Opelousas road at Berwick's Bay, shortening the Gulf navigation to about 120 miles, and the time between Houston and New Orleans about 24 hours.

A company has recently been formed in New Orleans for the purpose of building an extension of this road from Madison to a junction with the Opelousas road at New Iberia, a distance of 116 miles. The commissioners appointed to receive subscriptions to the capital stock of this company, met at New Orleans on the 26th January last, and opened books for that purpose. During two days that they were in session, $329,800 were subscribed, and five per cent. of the amount ($16,490) paid in cash. The act of the Legislature required, that when $25,000 were subscribed, the stockholders should immediately meet and choose a board of directors. In accordance with this requirement, the following gentlemen were elected: A. M. Gentry, C. M. Congreve and Wm Truesdale, of Texas; and R. W. Rayne and G. M. Shaw, of New Orleans. Subsequently, A. M. Gentry, Esq., was elected President, and C. M. Congreve, Esq., Treasurer. We understand that contracts for the iron for this portion of the road, have been made with houses of the first responsibility in England, through the influence and agency of Messrs. CHAS. CONGREVE & SON, of this city.

Perhaps there is no road that has ever been constructed in the Southern country, that was started under as favorable auspices as marked the inception of this enterprise.

Houston is the focal point in the great State of Texas, from which will radiate a net work of railroads, that will permeate what is destined to be the richest and most productive State in the Union. From Houston, a road is in actual process of construction towards Austin, and work upon it is going vigorously on. It is already completed to Hempstead. The bridge over the Brazos will soon be finished, and there are now 100 hands at work upon the road between Hempstead and Brenham. The Texas Legislature has just passed a bill for the building of an air line road from Brenham to Austin. This road must be commenced within six months, and 20 miles completed within two years. The road from New Orleans to Austin will cross the Eastern Texas Railroad, extending from Sabine Pass in a northerly direction, up through the eastern counties of Texas, to the Southern Pacific Railroad, 20 miles of which are graded, with the prospect of being pushed vigorously on to a final completion. It will also intersect the Houston and Texas Central Railroad at the Brazos river, leading up to Dallas, in the great Wheat Region of the State; crossing on its way thither, the Sabine and Rio Grande, and the Texas Great Western Railroads.

FINANCIAL.

The closing cash prices at the New York Stock Exchange for each day of the week ending 12th March, 1860, were as follows:

	Th.8.	F.9.	Sat.10.	M.12.	Tu.12.	W.14.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101	101⅛	----	----	101⅞	102
STATE STOCKS:—						
Virginia 6s	93	93½	94	95	95	94⅛
Missouri	80⅛	80⅜	81	81½	82⅜	81⅝
Indiana 5s	----	----	88	88	----	----
Tennessee 6s, 1890	90	90	90½	90	91½	91
California 7s	89	----	----	89	88	----
Ohio 6s, 1870	106⅝	----	----	----	----	----
RAILROAD SHARES:—						
Chicago and Rock Isl.	63⅜	63⅞	64⅛	64⅜	64½	64⅜
Clev. and Toledo	19⅝	19⅞	20	20⅜	20½	20⅛
Galena and Chicago	58	58⅛	59⅛	58⅜	59	59⅛
Hudson River	39	38	39⅛	----	39⅛	39
Illinois Central	59	59⅛	61	61⅛	62	62
Michigan Central	39	39⅛	40	40⅛	40	39⅛
M. S. and N. I. guar'd,	17⅛	17⅛	18	17⅛	18	18
M. S. and N. I.	8	8	8⅛	8⅛	8	8⅛
New York Central	71¾	72⅛	74⅛	74	73⅛	73⅜
New York and Erie	----	----	----	9⅛	9⅛	9⅛
N. York and Harlem	----	----	----	----	9⅛	8⅝
N. Y. and H. "pref."	33⅛	33⅛	34	34	34⅛	34
Panama	133½	133½	134	133	133½	133½
Phila. and Reading	41⅛	41⅛	40⅛	41⅛	42	42
MISCELLANEOUS:—						
Del. and Hud. C. Co.	94	94⅛	94⅛	95	95	94
Cumberland Coal Co.	16	16	16⅛	----	----	15⅛
Pennsylvania Coal Co.	81⅞	83	83	83	84	82
Pacific Mail S. S. Co.	93⅛	94	94	94	93⅛	94
Canton	22	20	20	20	20⅛	20
Brooklyn Water W's.	----	----	----	----	----	100⅛

The following are the closing prices in the London Market on the 25th February:

United States 5 p. c. red. '74	92¼	to	..
Illinois Central 6 p. c. red. 1875	76	to	78
Do. 7 p. c. red. 1875	80	to	82
Do. do. Fr.L'd red. '60.	86	to	88
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	83	to	85
Do. do. 1869	82	to	84
Do. do. 1st mortgage (sinking fund), 1882	80	to	82
Do. $100 shares	30	to	35
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	65	to	67
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10⅛
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	34	to	36
Phila. and Reading B'ds, 6 p.c., 1860.	85⅛	to	86⅛
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The following is a statement of the condition of the Banks of the city of New York:

	March 3.	March 10.	Difference.
Loans	$125,012,700	$127,302,778	+$2,290,072
Specie	23,086,812	21,861,180	—1,225,636
Circulat'n	8,165,026	8,419,633	+ 254,608
Deposits	80,870,172	81,021,948	+ 151,777

The condition of the Banks on Saturday for the past ten weeks has been as follows:

Loans.	Specie.	Circulation.	Deposits.
124,597,663	17,863,734	8,539,063	74,808 855
123,582,414	18,740,866	8,090,548	75,883,763
123,845,931	19,233,494	7,880,865	76,830,581
123,088,626	20,063,739	7,760,761	76,879,826
124,091,982	19,924,301	8,174,450	77,577,694
123,336,629	19,787,567	8,185 109	76,471,055
124,206,031	20,591,189	8,050,001	78,325,240
124,398,239	20,773,896	7,928,595	78,470,977
125,012,700	23,086,812	8,165,026	80,876,172
127,302,778	21,861,180	8,419,633	81,021,948

Clearings for week end'g Feb. 27	$132,370,866
Clearings for week end'g Mar. 3	136,728,742
Clearings for week end'g Mar. 10	142,751,753
Balances for week end'g Mar. 10	7,580,166
Balances for week end'g Feb. 27	7,433,377
Balances for week end'g Mar. 3	7,262,803

The weekly statements of the Philadelphia Banks made up to the 3d and 12th inst., present the following aggregates and comparisons:

	March 12.	March 3.	Difference.
Capital	$11,670,930	$11,669,255	+ $1,665
Loans	25,832,077	25,742,447	+ 89,630
Specie	4,873,419	4,816,052	+ 57,367
Due from b'ks	1,704 589	1,567,656	+136,933
Due to banks	3,209,553	3,133.312	+ 76,241
Deposits	15,205,432	15,192,979	+ 12,461
Circulation	2,782,345	2,697,108	+ 86,237

The Boston bank statement for the week ending 12th March foots up as follows:

	21st Feb.	12th Mar.	Difference.
Capital	$36,581,700	$36,581,700	$.....
Loans & disc.	60,113,800	59,885,196	—228,604
Specie	4,577,000	5,328,610	+751,610
Due fr'm banks	6,549,000	7,390,935	+841.935
Due to banks	7,430,000	7,715,663	+285,663
Deposits	17,598,000	18,393,293	+795,293
Circulation	6,305,500	6,430,643	+125,143

The Currency, Land Warrants and Specie quotations for the week have been as follows:—

N.Y.St.C'rr'cy,3-10*a*		Virginia	¾*a*1
New England	1 5*a*	Ill. and Wisc.	2¾*a*3
New Jersey	1-5*a*	Michigan	*a*1
Philadelphia	*par*	Tennessee	1¼*a*1⅛
Baltimore	1-10*a*	Free Indiana	*a*2
Interior Penna.	⅝*a* ¾	Louisiana	1 *a*
Interior Md.	⅝*a* ¾	Mobile	1 *a*
Ohio,Ky.,&Ind.	⅞*a*1	Canada	⅝*a* ¾
S. Car. and Geo.	½*a* ⅝	Missouri	2 *a*2¼
N. Carolina	1 *a*1¼		

LAND WARRANTS.

	Buy.	Sell.		Buy.	Sell.
40 acre warr.	100	110	120 acre warr.	72	76
80 " "	90	95	160 " "	72	77

DRAFTS AND CHECKS.

On Philadelphia	⅛	On Chicago	2½
On Baltimore	1-5	On St. Louis	2
On Boston	1-5	On Detroit	1
On Cincinnati	¾	On New Orleans	1
Bank of England Notes per £			$4 84
Bank of France per franc			18
United States Post Office Scrip			3*a*5 dis.

SILVER.

	Buying.		Buying.
Mexican Dollars	$1 06	English Silver	$4 80
Spanish Dollars	1 10	Specles	1 03
Five Frc. Pieces	98	Old Am. H'lf Doll.	1 04½
French Crowns	1 10	" " Quarter D.	1 02
German Crowns	1 08	Spanish Qu., each,	23
Prussian Thalers.	71	Spanish ⅛ths and 16ths per oz.	1 27
Guilders	40		

GOLD.

	Buying.		Buying.
Sovereigns	$4 84*a*$4 87	Sp. Doub.	$16 50
Twenty Francs	3 84	Pat. "	$15 70*a*$15 75
Ten Thaler Pieces	7 87	Gold. Am. Old, 6c. prem.	
Ten Guilder "	3 98	B'k of Engl. Notes,	4 84

BOSTON CITY PASSENGER RAILROADS.

Corporations.	Capital stock.	Capital paid in.	Debts.	Net cost of road.	Net cost of equipment.	Assets.	L'th of r. in miles.	L'ngth of double t. in miles.	L'gth of branches in miles.	No. of passengers carried.	Total income.	Expense of working road.	Interest paid.	Net income.	Per ct. of divid'ds.	Am'nt of divid'ds.	Present surplus.
Boston and Chelsea	$140 000	$140 000	None.	$140 000	[1]	None.	2.17		None.	[1] 1,003,285	[2] $2,800	[1]					
Broadway	60 000	53,600	$6 456	53,403	$34,450 [3]	None.	2.57	1.20	None.	[3]	54 895	$54,681 [3]	Noth.	214	4.00	$2,800	
Cambridge	300 000	300,000	174,600	481,377		$6,727	4.80	3.49	5.97		27,000			27,000	9.00	27,000	
Chelsea Beach	80,000	8,000		[4]		None.											
Dorchester	87,900	87,900	None.	118,150	13 874[5]	2,594	4.77			547,500 [6]	8,570 [6]	884[5]		7,687 [6]	7.50	5,445	2,458
Dorchester Extension	12,000	12,000	233	12 000	[6]	None.	1.88										
Malden and Melrose	200,000	200,000	67,227	57,680	211,882	86 709	8.41			2,429,5127	197,5397	125,3587	3 634	8,577	8.50	7,000	2,662
Metropolitan	470,000[8]	470,000[8]	102,492	291 840	223,348	31,088	2.65	3.82	6.96	4,893,977	806,448	258,721	8,658	46,069	10.00	45,000	86,458
Middlesex	300,000	296,000	28	295,100	1	28	8.49	1.92	1.50		24,1461	5381		900	8.00[15]	7801[5]	120
Newton	75,000	26 000	None.	23,442	2,500[9]	8,720	2.87			290,420	[9]	[9]		[9]			316
Somerville	68,000	68,000	650	59 500	8,370[10]	816	3.85			178,109	8,852	8,536		316	4.00[9]	4,122	$270
Union	160 000	160 000	69,408	[11]	158 840	91,552	[11]			2,491,006[11]	194,512	180,772	2,447	11,323	10.00	16,000	1,161
Waltham and Watertown	20,000	17 200	None.	17,191	2 209[12]	2,13				[12]	1,500	[12]	1,500	[12]			
West Cambridge	15,000	11 350	900	12,250	[13]	85	1 58			47,068[13]	[13]	[13]		8,248	8.00	8,232	
West Roxbury	40,400	40,400	None.	40,558	18,170[14]	None.	2.54	.67		[14]	8,312	6414		8,248	8.00	8,232	12
Totals	1,978,300	1,884,550	421,994	1,602,791	663,652	224,748	38.21	11.80	14.43	11,880,877	770,499	627,524	9,734	133,241	7.81[16]	134,987	52,334

Notes to Abstract of Boston City Passenger Railroads.

1) Operated under a lease by the Malden and Melrose Railroad Company, who furnish the entire equipment. The local income given is the amount received for rent for six months.

2) Semi-annual on $70,000 of stock.

3) The entire road owned by this company is under lease to the Union Railway Company, who pay as rent therefor nine per cent. per annum on the capital stock of this company, the interest on its debt, and two per cent. per annum on the mortgage debt, as a sinking fund for its payment. The road being equipped, operated, and kept in repair by the Union Railway Company, reference is made to its return for replies to the interrogatories, in the blank form of return furnished by the Secretary of the Commonwealth, under the heads of *Cost of Equipment, Earnings, Expenditures for Working the Road,* and *List of Accidents.*

4) This road has been located, but no part of it constructed.

5) The Dorchester Railway Company was organized under the provisions of Chapter 279 of the Acts of the year 1856, and purchased the corporate property of the Dorchester Avenue Railroad Company at a sale ordered by a decree of the Supreme Judicial Court, in January, 1858. The road had been leased to Messrs. Gore, Rose & Co., of Boston, who purchased the entire equipment, and have run the cars and line of coaches connected therewith, since June 1, 1858, on their own account, paying a rent equal to eight per cent. per annum on the amount of stock outstanding, and also the taxes and insurance on the buildings. The amount given as "Cost of Equipment," is for lands and buildings, and the amount given as "Expense of Working the Road," is for office expenses.

6) This company own no equipment or buildings; the road has been leased to Messrs. Gore, Rose & Co., of Boston, who run the cars on their own account, paying to this corporation a rent equal to eight per cent. per annum on the amount of stock outstanding.

7) Including the Middlesex, and Boston and Chelsea Railroads.

8) This amount includes the capital voted by the Brookline Railroad Company, whose franchise rights and property have been purchased and transferred to the Metropolitan Railroad Company. See Acts 1859, chapter 35.

9) This road is leased, the lessees equipping and operating it. The total and net income given is the amount received for rent for nine months, and the amount given as the cost of equipment is for land and buildings.

10) Cars furnished by the Malden and Melrose Railroad Company.

11) The roads operated by this company are owned by the Cambridge Railroad Company and the Waltham and Watertown Railroad Company; and the number of passengers carried includes those carried over the Cambridge road to Watertown, Brighton, and West Cambridge.

12) This road is leased for the sum of $1,500 per annum to the Union Railway Company, who operate it and own the entire equipment used thereon; the amount given as "Cost of Equipment," is for land and buildings.

13) The company own no equipment, and, (the road being leased,) it is unable to give the items concerning its business; the number of passengers given is the number carried during the period between the 13th of June and the 30th of November.

14) This road is leased to, equipped and run by the Metropolitan Railroad Company; the amount given as "Cost of Equipment," is for land and buildings; and the item given as the "Expense of Working the Road," is for incidental expenses. The assets consist of 20 shares of company's stock.

15) Semi-annual.

16) Rate per annum on $1,773,000 paid capital of dividend-paying companies.

Erie and Pittsburg Railroad.

This road has been opened from Girard to Jamestown, Pa., a distance of about fifty miles.

Railroad Earnings.

The net receipts of the Harlem Company for the month of February are as follows:

February, 1859	$84,229 54
Do. 1860	95,665 97
Increase	$11,436 43

The receipts of the Grand Trunk Railway of Canada, for the week ending February 25, 1860, were | $55,691 48
Corresponding week, 1859 | 42,274 71
Increase | $13,416 77
Total traffic from July 1, 1859 | $1,789,810 56
Do. for same period last y.. | 1,473,869 25
Increase | $315,941 31

The receipts of the Grand Trunk Railway of Canada for the week ending March 3, were | $56,458 58
Week ending March 5, 1859 | 43,703 65
Increase | $12 754 93
Total traffic from July 1st, 1859 | $1,845,769 14
Same period last year | 1,517,572 90
Increase | $328,196 24

The Toledo and Wabash Railroad earnings have been as follows:

February, 1860	$42,063 53
" 1859	39,571 11
Increase	$2,592 42
Earnings since January, 1, 1860	$85,574 71
" same period, 1859	78,567 75
Increase	$7,006 96

The earnings of the Michigan Central Railroad for February, were:

	1860.	1859.
Passengers	$44,377 73	$48,029 76
Freight	58,202 79	49,831 25
Miscellaneous	5,168 34	5,068 34
Total	$107,748 86	$102,959 35

—making an increase of $4,789 51.

The earnings of the Indianapolis and Cincinnati Railroad for February were:

From Passengers	$12,500
" Freight	22,130
" Mail and Express	1,425
Total	$36,055
February, 1859	27,581
Increase	$8,474

The receipts of this road for the past three months have been as follows:

	1858-'9.	1859-'60.
December	$38,975 72	$45,965 00
January	30,384 40	40,915 96
February	27,588 28	36,055 00
Totals	$96,948 40	$122,935 96

The income for these three months was $25,-987 56.

The earnings of the Norwich and Worcester Railroad for February were:

	1860.	1859.
Passengers	$5,870 07	$5,934 74
Freight	14,242 28	13,768 45
Total	$20,112 35	$19,703 19

Gain over 1859, $409 16.

The receipts of the Housatonic Railroad Company for the month of—

February, 1860, were	$17,492 05
" 1859	15,648 12
Increase	$1,843 93

The earnings of the Central Railroad Company of New Jersey for the month of February were:

February, 1860	$76,138 23
" 1859	65,809 06
Increase, 16 per cent.	$10,329 17

The following is a comparative statement of the business of the North Pennsylvania Railroad Company:

Earnings in February, 1860	$26,337 51
Do. do. 1859	23,907 94
Increase	$2,429 57
In first three months of fiscal year	$84,787 23
Same months last year	72,040 00
Increase	$12,747 23

The February earnings of the Macon and Western Road were as follows:

February, 1859	$28,313 84
February, 1860	33,895 48
Increase	$5,581 64

Mobile and New Orleans Railroad.

The citizens of New Orleans are again agitating the subject of the construction of a railroad between these two points; and movements to effect this object have either been commenced or are on the eve of commencement. The New Orleans *Bulletin*, of March 3rd, says:

It is proposed to build the road to a point nearest to Bay St. Louis and Pass Christian, a distance from this city of about 60 miles to the former and 63 to the latter place. To effect this object, and do it in a very short time comparatively, the plan is to purchase the present Mexican Gulf Railroad, right of way, rolling stock and all, re-build or put it in a complete state of repairs, and extend it to the Nine Mile Bayou, a distance of 18 miles from Proctorville, the present terminus of the Mexican Gulf Railroad. This latter road, on which the cars now run regularly, is 27½ miles long. Its present owners are not able to complete it and are willing to sell the whole of it, including the right of way, rolling stock, buildings and materials, together with the lands for the various depots for something like $250,000, and will take say $50,000 of it in the stock of the new company. This road could be put in complete order and be made to pay handsomely for about $50,000. As it is, it pays 8 per cent. By the purchase of this road and its complete renovation, a great step towards a railroad to Mobile would have been taken. Only 18 miles of road would remain to be built to reach Nine Mile Bayou in the vicinity of Cat Island, which is but 15 miles by steam to Bay St. Louis, and about 18 miles to Pass Christian. The road completed to Nine Mile Bayou, persons could reach either the Pass or Bay St. Louis in *three hours!*

At Nine Mile Bayou the water is not less than nine feet, as the United States surveys have proved. All water craft, not drawing more than this, could therefore come to the Nine Mile Bayou Station, and thence could ship their freight via the cars to the city. Water craft that now pay towage and pilotage would escape these onerous charges, and could discharge and send to the city many articles at a less cost, after paying the railroad charges, than they now pay. This would still further augment the receipts of the road.

The iron of the present Mexican Gulf Railroad is malleable and is alone worth $100,000, or nearly half what the whole road can be bought for. It is believed that this purchase can be made and the road extended to Nine Mile Bayou, with steamers to Bay St. Louis and the pass for, say half a million of dollars, or something near that sum, including the cost of the present road.

From the Bay St. Louis to East Pensacola, the distance is about 40 miles; and the land is high and dry, admitting of the constructing of a railroad for about $10,000 per mile. A charter for a road from Pass Christian to Biloxi, we are told, has already been obtained; as also a charter for a railroad from East Pensacola to Mobile, which is but 40 miles. There is little doubt that if this end of the road is built to Nine Mile Bayou—27½ miles of which are included in the Mexican Gulf road, built and running—the gap from Bay St. Louis or the Pass to East Pensacola, will be immediately filled up by the people of the lake shore towns, while our neighbors of Alabama, and especially Mobile, who are as much interested in this railroad as we are, will see to it that the 40 miles from East Pensacola are promptly built, so as to be ready to meet us on the lake shore. The commencement of this end of the work will stimulate them to prompt and energetic action, which would of course react favorably upon ourselves.

Steam Engineering in 1859.

(Continued from p. 70.)

In the remarks on Steam Generation, when referring to the evaporative duty of 1 lb. of coal, the temperature of the feed has been unintentionally omitted; and to prevent misconception, and give the said remarks the value due to them, it is only necessary to explain, that in all cases 100° is assumed as the feed temperature, for the reasons that this accords with the general working of condensing engines, and has been adopted by the Admiralty as the temperature of the feed experiments.

Before leaving this subject, it will be well to remember that the utmost saving which can be realized by supplying the boilers with water having a temperature of 212° instead of the usual of 100°, does not exceed 10½ per cent.; many disappointments would be spared if this fact was more generally known and respected.

It may also be explained, that fully admitting an increase of the total heat in steam as it increases in pressure, yet, for the sake of simplicity, all the evaporative statements and comparisons have been made at an assumed atmospheric pressure. In general practice, excluding locomotives, the working pressures on land and sea may be included within 15 lbs. and 45 lbs. per square inch (above the atmosphere), and the additional total heat in steam of 45 lbs. per square inch as compared with that of 10 lbs. is, according to the best authorities, about 7.4°; this is equivalent to a loss of evaporative duty in generating the higher pressure of scarcely ¾ per cent., and this loss will be increased slightly by the increased radiation.

In the case of the locomotive, with say a pressure of 150 lbs. per sq. inch, the total heat is about 33° in excess of that of 15 lbs., making a difference in evaporative duty of scarcely 3 per cent. in favor of the latter. It is quite evident, therefore, in comparing evaporative duties under moderate and usual pressures, it is for general purposes unnecessary to notice the difference arising from the varying total heat in steam of different pressures.

After considering the present state of steam generation as regards evaporative duty and economy, it is necessary before passing from the boiler to the engine, to ascertain in what condition steam is supplied and conveyed from the generator to the cylinder.

In land boilers, where space can easily be obtained, steam capacity sufficient to prevent priming is readily insured; but at sea it is often most difficult in a multitubular boiler to supply steam without an undue amount of water in combination with it.

Among the main causes of priming, are contracted water surface, irregular local evaporation, insufficient steam space, and position of steam exit. The first prevails chiefly in cylindrical tubular boilers; the second more or less in all multitubular boilers; whilst the third and fourth may be found in all kinds of boilers.

Unless positive inconvenience arises, the presence of an undue amount of water with the steam is not readily ascertained. Violent action in the gauge-glass, water in the cylinders, and sometimes loss of vacuum, are almost the only signs of priming; but there can be no doubt, all these symptoms may be wanting, and yet the steam supplied be accompanied with an excess of moisture.

Without superheating the steam (which will be referred to in due course), it is essential in avoiding any unnecessary loss of heat to supply it with the moisture due only to its pressure and sensible temperature.

Unfortunately, there is no reliable information on which to determine the amount of heating surface required in the steam space; but it must be evident it should be more or less, according to capacity, area of water surface, and all those other conditions determining the priming or non-priming qualities of a boiler.

The supply of pure steam is a great desideratum, though seldom obtained; little or no anxiety is expressed on the subject, except in extreme cases, when the palpable inconveniences before referred to compel the engineer to supply a remedy.

And now a word respecting the transit of the steam from the boiler to the engine.

On land, as a general rule, there is a considerable length of steam piping between the boiler and the engine; frequently this piping is unclothed, and even when clothed the condensation therein is considerable.

In a Cornish mine, steam power was required under such circumstances, that an unusually long steam pipe was necessary; this pipe was unclothed. The day arrived for setting the engine to work, but it was found impossible to supply sufficient steam to drive the engine alone. The boiler was of the usual description and size for the power; and the failure could not at first be accounted for, but on disconnecting the steam pipe from the engine, it was found that the condensation of the steam in transit was sufficient to abstract ¾ of the heat in the steam; as a remedy, the steam pipe was enclosed in a flue, kept at a temperature equal to the sensible temperature of the steam; the result was in every way satisfactory, there being a pressure of 40 lbs. in the boiler and 37 lbs. in the cylinder.

This is an extreme case; but the bulk of factory engines lose a large per centage of their power by similar condensation, which mere felt and canvass or wood will reduce, but not prevent. In marine engines, with thin copper piping (generally placed under the hatchway, supplying the cold air to the boiler furnaces), the temperature of the felt and canvass covering indicates plainly the combat going on between 250° inside, and 70° outside. The result is an addition to that condensation, the presence of which every engineer must deplore; and the cylinders are supplied with steam of a different and less valuable character than that generated.

One reason why this, to a great extent useless, condensation exists, is ignorance of its exact amount, and often also of its effect in the cylinder, to which we shall refer anon. What would be said of the engineer who supplied his furnace with a constant stream of cold water, or who arranged a shower-bath on the top of the boiler? and yet to produce the effect of such arrangement is the daily orthodox practice of the steam engineer. He readily recognizes the difficulty of absorbing the latent heat, and producing a cubic inch of water from steam in the condenser; whilst, at the same time he is often practically indifferent to the formation of water in the steam-pipe.

Time and experience will undoubtedly show the importance of conserving to the utmost the heat of the steam in transit from the boiler to the engine; and where circumstances require an exposure of the steam-pipe, it will be found that, to avoid a loss more than due to condensation *per se*, it is necessary, by some means, to preserve the working steam at its full temperature and pressure, and arrange that whatever loss of heat and condensation are unavoidable should take place apart from the working steam, in maintaining its temperature and pressure.

Are engineers and users of steam power alive to the importance of supplying steam engines with

uncondensed elastic steam? We think not, or so many unclothed steam pipes and cylinders would not be found in use, the former frequently inclined towards the cylinders, so that all the water resulting from condensation is obliged to pass through the engine to the condenser.

Since steam was first employed as a motive power, there has been a constant yearning among engineers for a simple engine, having few moving parts, and those comparatively frictionless; hence the various schemes for rotary, oscillating, and other simple engines; and we have the result of these efforts in the almost perfect specimens of mechanism now produced by our first engineers of the present day.

If a knowledge of, and attention to the science of steam power had kept pace with the progress and improvement in the mechanism of producing and applying the same, steam engineering in 1859 would not be in such a defective state, nor would there be such a serious difference between the actual and possible results.

All steam engines may be divided into two classes—beam or lever, and direct-acting; and in every kind of steam engine there are two distinctive arrangements affecting the duty realized: the first is the conveyance, use, and disposal of the steam; and, secondly, the mechanism by which the steam pressure is transmitted to the resistance to be overcome.

The pressure and power of the steam being entirely dependent upon its temperature, it follows that the first point to be insured is the preservation of this temperature.

Boiler supplies Cylinder with a certain amount of steam, containing so many units of heat available for power; what does Cylinder get out of this steam? Why, in the first place the reception is most chilling, steam parting with much of its heat in warming Cylinder. Generous Boiler makes good the deficiency, until the door is closed, say at ¼ of the stroke, when, ¼ only of Cylinder being warmed, the remaining ¾ robs the expanding steam, now cut off from Boiler, of a further amount of heat. Cylinder having now got all it can out of steam No. 1, opens the back door, and begs it to make itself scarce, and walk into the condenser, so as not to impede the entrance from boiler of steam No. 2, on the other side of the piston. Directly the water accompanying the exit steam breathes a vacuous atmosphere it begins to evaporate, robbing Cylinder of nearly the whole of its ill gotten heat, derived from steam No. 1; and, not satisfied with this, insists on injection converting it, for the *second* time, into water. These unfriendly acts prevent steam No. 2 from deriving the advantage it had a right to expect from heat supplied to Cylinder by steam No. 1.—*Nolens volens*, steam No. 2 has to re-warm Cylinder, receive the extra supply during admission from boiler until the door closes, and then continues the heat-losing process until, like No. 1, it arrives at the end of the stroke in a most reduced condition, and, as the back door opens, rushes, with its companion water, into the condenser, to give further trouble to injection and pumps. After working thus for some time, Cylinder stops, and Boiler begs leave to have the accounts looked into. Such a reasonable request cannot be refused; but after considerable discussion, no balance can be made. Boiler says to Cylinder "I supplied you with 1,000 cubic feet of steam, which, if rightly employed, should give a duty according to the heat therein, whereas the duty realized is not equivalent to an expenditure of 700 cubic feet; what have you done with the missing 300 ft.?" Cylinder then confesses, with tears (condensed steam), that somehow or other it had borrowed a little heat from steam No. 1 to warm itself, and, at the end of the first stroke, felt quite comfortable, and was in a position to return steam No. 2 the borrowed heat; but directly the back door was opened, the water left with steam, as the result of the heat abstracted by the Cylinder evaporated, and took in to the condenser nearly all the heat that the Cylinder had borrowed from the steam.

After this confession, Boiler proposes one remedy, and Cylinder another; the former said to Cylinder, "I have more heat in my flues than I require(awkward confession), and will give such an extra supply to the steam I furnish you with, that after you have appropriated as much as you require to keep yourself hot, there will be sufficient left to prevent any condensation.

This remedy was tried, and the result was that on all occasions no difficulty was experienced in making a balance. It is but fair, however, to state that Cylinder (this time without tears and with a dry skin) was overheard to remark, that, "since Boiler's remedy had been in force, it was too much of a good thing," and "he had now more heat than he wanted," and "that he couldn't stand it long without losing flesh."

Cylinder's remedy was to keep itself supplied with, and constantly wear a hot jacket, sufficient to keep him at a constant temperature, and prevent stomach condensation, and after trying this plan, Cylinder seemed quite comfortable, and soon saved the cost of the hot jacket.

The above, omitting the remedies, fairly represents the state of affairs in all condensing engines, and is another straw, and rather a large one, on the camel's back.

Water boils in a pure vacuum at a temperature little in excess of that of the atmosphere of an engine room—so that whatever condensation takes place on the admission of the steam to the cylinder, the water resulting therefrom, is invariably of such a temperature, as to be converted into vapor when brought into communication with the condenser; thus this steam is twice generated and twice condensed.

Nor is this diseased condition confined to condensing engines, but exists to a considerable extent even in the locomotive, except when the cylinders are maintained at a temperature equal to that of the working steam by being placed in the smoke-box or flue.

In a Paper read before the Members of the Institution of Mechanical Engineers, by Mr. D. K. Clark, in 1852, it was shown that in engines with outside cylinders, the condensation therein amounted to 20 per cent. of the total steam used, when it was cut off at one-third, or expanded twice. The greater the expansion the greater the per centage of condensation.

In all cases with clothed or unclothed cylinders, when circumstances have admitted of a comparison between the amount of water evaporated and steam used, a considerable loss by condensation in the cylinder and steam pipes has been detected, in some cases to an extent of 40 per cent.

Again, it has been found that 1 lb. of coal expended in heating the cylinder is equivalent in effect to 5 lbs. of coal burnt in the furnace of the boiler.

Again, the amount of heat required to keep the cylinder at the temperature of the working steam, has never been found to exceed 10 per cent. of the total heat expended, and in many cases has been less than 5 per cent., whilst with an expansion of four or five times, the jacket expenditure of 5 per cent. realizes an increased duty of not less than 25 per cent.

Again, the injection and air-pumps can be reduced fully one-fourth, when means are adopted to prevent condensation in the cylinders.

It may be added, also, that the evil effects of water in the cylinders at starting are never experienced, when the cylinders are properly heated.

Watt patented the heated jacket in 1769, and in 1859, not one per cent. of the engines in use, have any arrangements for maintaining the temperature of the working steam, engineers being practically indifferent to the waste such neglect occasions.

Can one heated cylinder be found in her Majesty's steamships of war? if not, will the great men who supply our marine engines to the steam navy, condescend to inform the engineering public why, with their extensive connection and influence, they are, in 1859, so silent on this important subject? will they not have compassion on us, and prove that they are right in ignoring the maintenance of heat in working steam?

Will the designers of the machinery of the *Great Eastern* explain why a trifle of £2,000 or £3,000 was not expended in ascertaining the truth or fallacy of the alleged economy of such a simple improvement as heating the cylinders?

The remarks on expansion, &c., must be left to the next number.

(To be continued.)

Holly's Patent Rotary Steam Engines.

In our notice of the performance of these Engines at Chicago, in our last issue, we mentioned that Boston also had two. We now learn that a third has recently been added from the same manufactory. The following description of the machine, and notice of the trial, is from the Boston *Journal* of 8th inst.

The engine is a rotary machine, built on the same principle as the Eclipse, but about 2,500 lbs. lighter, weighing, according to the certificate of the City Weigher at the scales at Haymarket Square, 6,266 lbs., when filled with water and loaded with fuel, ready for immediate action, and when without fuel and water, 5,600 lbs. It is set upon four wheels of a new pattern, built entirely of iron, but light and substantial.

The principal improvement in this engine is in the boiler, which is vertical, with vertical water pipes passing directly through the fire. These pipes are closed at the bottom and open at the top, where they pass through a water-tight plate, and communicate with the water in the boiler which rises to a level. The arrangement of the tubes causes a constant current, the water rising on the outside of the outer tube as it is heated, and its place being supplied by a current flowing downward through the tube from the boiler. The smoke and flame pass among the tubes, up through the flues. It now seems to be the general opinion that steam can be generated more rapidly in vertical tubes, than by any other plan yet tried.

At the trial to-day, in 5 minutes 50 seconds from the moment of lighting the fire, 15 lbs. of steam was indicated, and water was played through an inch nozzle. During the trial, the engine played streams of various sizes, and all of which were played well and powerfully. A single stream from a 1½ inch nozzle was played 218 feet horizontally; a single 1¼ inch stream, 235 feet horizontally; a 1⅛ single, and two 1 inch streams were played at about the same distance, and it was generally conceded a little further, but no actual measurement was made.

The performance of the engine appeared to be in the highest degree satisfactory, and the machine, which is very neat and compact, was pronounced a great improvement over the "Eclipse" and "Boston," from the same manufactory, both of which are now owned by and in the service of the city.

Railroad Iron Wanted.

WANTED 10 miles (of track) of Railroad Bars, 35 to 45 lbs. per yard, which has been used and will be sold cheap. Apply to MYRES ANDERSON,
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TO MACHINISTS, CAR BUILDERS, ETC.

THE subscriber is prepared to treat with parties desirous of obtaining contracts for manufacturing the LaMothe Patent Iron Railroad Cars.

E. W. SARGENT,
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New FIRST CLASS FREIGHT ENGINE.

Cylinder 16x24. Wheels 5 feet. Fire-box 4 ft. 1½ in. long, and 5 ft. 6 in. deep. 138 flues 12 ft. by 2 inches. Boiler 48 inches. Tender 2,000 gallons. For sale low by
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This Establishment is now offered *on lease*, for MANUFACTURING PURPOSES. It is admirably adapted to the construction of RAILROAD OR CITY CARS, STEAM ENGINES, AGRICULTURAL IMPLEMENTS, carriages, omnibuses, cabinet ware, bedsteads, chairs, buckets, barrels, kegs, etc.—or for *Planing machines*, the manufacture of doors, window sash, window blinds, etc., or for the manufacture of *stoves*, and all other *foundry products*; and particularly for *malleable Iron*, in all its forms.

This location cannot be surpassed, as will be perceived by reference to the MAPS of Ohio, Pennsylvania, and the Railroads of the West—having the *facilities* of the OHIO River, with the descending navigation of the Monongahela and Yohiogany from the South, the Alleghany and the Beaver from the North—the terminus of three canals, viz. from Erie, from Cleveland, and from Portsmouth—also 24 *Regular Trains, daily, of Railroad Cars*, connecting with *all the Roads of the West*.

The buildings and appurtenances here offered, occupy a block, 238 feet by 230, or 54,740 superficial feet, facing the OHIO River on one side, and the *Railroad Stations* and *Tracks*, on two other sides. The steamboat landing, canal boat landing, railroad stations, ticket offices, telegraph offices, etc., all within 100 yards of the premises.

The principal building, main wing, smith shops, engine house, kiln-dry, foundry, etc., are all *built of stone*. The principal building is three stories high, front 238 feet, main wing 208 feet, paint shop 175 feet, two foundries 50 by 80 feet, (and two cupolas), smith shops, engine house, etc., all in the hollow square.

A 60 horse Steam Engine communicates *power* to various parts of the establishment, and eight-inch cast iron pipes conduct *spare steam to warm the whole*.

The premises are now ready for occupancy.

ROCHESTER, or "BEAVER CITY," is now the *nucleus* and *centre* of extensive manufacturing, mining and commercial operations, and will soon become *a city* of note,—showing a large and dense population. It is now the natural, and acknowledged *Railroad centre*, steamboat landing, and canal boat terminus, *for ten neighboring villages*, like ten wards of a city—all in sight, within three miles of a common *centre*, and having a population of fifteen to twenty thousand—more than twenty churches, fifty stores, schools, mills, and manufacturing establishments. For particulars, address

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PRACTICAL TESTS, by Engineers and Machinists of Thousands of Gallons, **prove** this Oil to be **superior** for **Burning**, and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable**, that will keep bearings **cool**, and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The *Scientific American* and *Manufacturer's Journal*, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

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LAP-WELDED BOILER FLUES,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
From ¼ to 5 inches bore, with Screw and Socket Connections, T's L's, Stops, Valves, Flanges, etc., etc.
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These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —**25, 30, 36, 40, 45, 50, 60, 62,** and **75** lbs.

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THE UNDERSIGNED are prepared to contract for the sale of
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WAINWRIGHT & TAPPAN,
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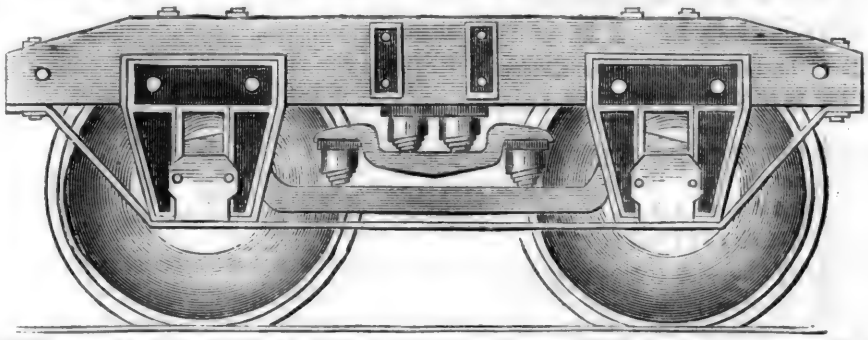
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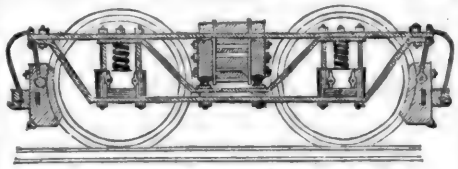
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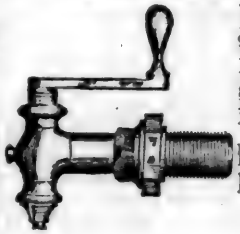
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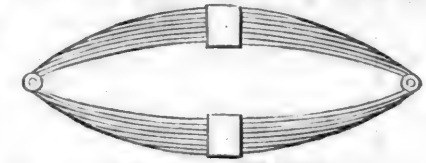
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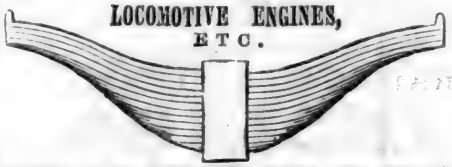


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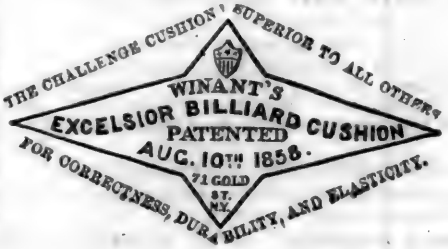
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Atlantic, Tennessee and Ohio Railroad 241
Victoria Bridge 241
Charlotte and South Carolina Railroad 244
California 244
Macon and Brunswick Railroad 245
Pennsylvania Railroad 245
Illinois Southern Railroad 245
Copper From Lake Superior 245
Wilmington, Charlotte and Rutherford R. R. . 245
Railroads and Canals of New Jersey 255, 252
Wills Valley Railroad 252
Stanstead, Shefford and Chambly Railroad ... 252
Alabama and Tennessee Rivers Railroad 253
Dalton and Jacksonville Railroad 253
Selma and Gulf Railroad 253
Alabama Three Per Cent. Fund 253
New York and Erie Railroad 254
Missouri Railroad Bill 254
Patent Law 256

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 24, 1860.

Atlantic, Tennessee and Ohio Railroad.

We observe in the Charlotte, N. C., *Whig* a call for the second instalment of $5 per share on the 17th prox. The first instalment, of a like amount, was called for on the 16th of January last, which was very generally responded to. Some years ago, the friends of this enterprise obtained charters from the States of North Carolina and Tennessee with the view of building a road from Charlotte, via Statesville, N. C., and Jonesboro', Tenn., to the Ohio river, thus connecting the great Northwest by a very direct line with the Atlantic ports of North and South Carolina. Within the past year, this company has been organized, and the work of construction commenced. The portion of this road to which attention is particularly directed at this time, is that which lies between Charlotte, N. C., the northern terminus of the Charlotte and South Carolina Railroad, and Statesville, a point on the western extension of the North Carolina Railroad, running from Salisbury to Ashville, and comprehending a distance of about 45 miles. From the favorable character of the country over which this road will pass, being on the ridge between the fertile valleys of the Yadkin and Catawba rivers, and from the estimates of the engineers, together with the actual lettings of the grading of the first 22½ miles, at $28,000, or a little over $1,200 per mile, it is thought that the road can be built at a cost not exceeding $450,000. It being a virtual extension north of the Charlotte and South Carolina Railroad, that company, seeing the immense extent of fertile country which the building of this road will open up to it, and the consequent increase of business which will be likely to accrue from it, will doubtless find it to their interest to contribute largely towards its construction.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 243.)

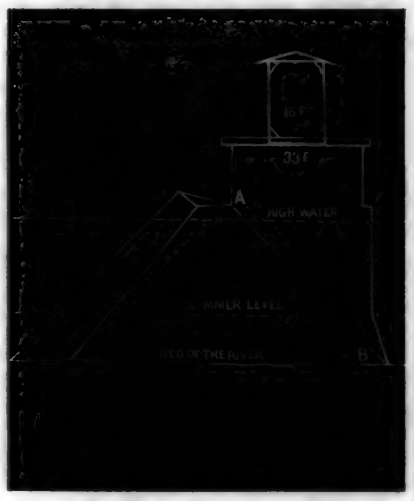
The estimate given in the report of Mr. Stephenson as the cost of the piers, is £800,000 sterling, or $4,000,000.

Mr. Ross states that about 55 per cent. of the entire cost, or about $2,200,000, is incurred before laying the first foundation stone. This would leave $1,800,000 as the actual cost of the masonry. The total amount is represented to be abont 60,000 yards, which would make the cost per yard, £6, or $30.

In considering any saving to be made simply by a modification of the dimensions of the piers, we have to deal, therefore, with the sum of £360,000, which, it appears, was their cost independent of items which, with the exceptions of slight reductions, would be common to small piers. The dimensions of these piers were 16 feet in thickness on the top, with the exception of the centre piers, which were 24 feet thick.

The piers are built with a batter, which gives them considerably increased dimensions on the bottom. The length on top—that is, the length of bridge seat—is 33 feet. In relation to this, Mr. Ross says in his report: "Next, as to the piers, it is alleged that their depth is greater than necessary. This, it appears, is on the assumption that they are 39 feet deep in the shaft. A reference to the accompanying diagram disproves this statement; the depth, you will perceive, is *only* 33 feet. The tube requires a bearing surface of 21 feet. We have, therefore, only 6 feet on each side. The idea of any reduction, therefore, at once falls to the ground."

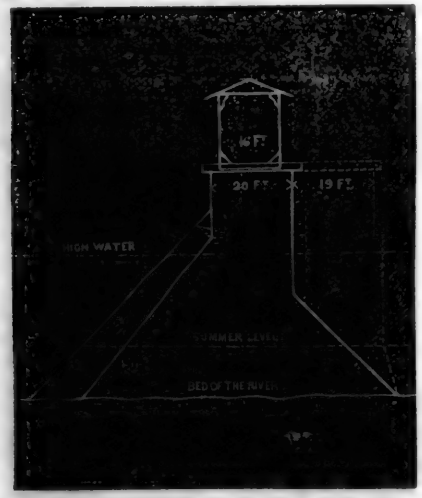
The inquiry which first suggests itself to the mind of an American engineer is, what is the necessity for a bridge seat, or bearing surface of 21 feet, for a bridge only 16 feet wide? (the width of the tubes;) and the next is, what is the necessity for 6 feet on each side additional? The whole length of bridge seat is, in fact, 17 feet more than the width of the tubes, or more than double. If we take a side view of one of these piers, with an end section of the tube resting upon it, the appearance presented justifies my simile of the pyramid supporting the mouse. See following diagram.



The piers project out 8½ feet on each side. I am aware that these spaces, or portions of them, are covered with a sloping or shed like projection of iron, the actual necessity for which may be doubted; and if this additional length of 17 feet of masonry is necessary to support them, and they in their turn are a necessary and indispensable part of a tubular bridge, the extra length of pier may be an important item of comparison, when contrasting the cost of tubes with the cost of other superstructures; for I know of no other, where the necessity for such projections is involved. That this extra length is not considered necessary even by Mr. Ross to the capacity of the pier to

withstand the ice, I assume to be the case; for if it had been added for that purpose, it cannot be doubted he would have said so. He merely says: "The tube requires a bearing of 21 feet, we have, therefore, only 6 feet on each side."

Simply for the purpose of withstanding the pressure of the ice, it is believed that if the whole top of the pier were removed down to the line marked A B in the diagram, leaving a side view similar to a section of a pyramid, there would not be the slightest fear of failure. It requires no argument to demonstrate that it could not be overturned endwise by any action of ice against its upper slopes; and that the upper courses of masonry, of such character, would not be disturbed, is proved by the example of the revetment wall in part of the city, where, although jams of ice have taken place of such magnitude as to be forced 10 feet above the top of the wall, into the street, and against the buildings on the opposite side, not even a *coping* stone has been disturbed. It may be concluded, then, that all the masonry above *this line is useful only for the purpose of sustaining the superstructure*, and that all that was necessary was a length of 20 feet, giving a slight berm outside the tubes. The remainder might, for all practical purposes, have been dispensed with. A still further reduction might have been made without changing the position of the line A B, by moving the whole top of the pier about 6 feet, until it met the lines of the upper end slopes, as shown in the following diagram:



This change, with the reduction of the useless width on each side, would have taken 19 feet off the down stream end, at the top, running down to a wedge at the bottom of the pier, and giving precisely the same base that it now has, while, in its stead, it would only have added 6 feet to the up stream end of the top, above the level of the ice breaker. The saving from this modification alone, which, I admit, would not in the slightest degree have impaired the capacity of the pier to resist the ice, would have reduced the amount of masonry 12,000 yards, which, at Mr. Ross's calculations of its value, would amount to £72,000, or $360,000.

All the argument that Mr. Ross brings to bear upon this point is "the idea of any reduction at once falls to the ground," because we have now only a little more than twice the bearing that the tubes require. To be sure, the amount was small —only a trifle over a third of a million of dollars! and of course it could not be expected that Mr. Ross would waste a great deal of time upon so trivial an amount.

So far as the experience of American engineers extends, the modified form I propose would present a far more effective barrier to the ice than the one adopted. With the latter form, any "shove" of ice which should reach above the top of the slope, would find a resting place, until it could pile up against the tubes, while, with the former plan, upon reaching the top of the slope it would meet a perpendicular face which would turn it back upon itself, thus forming a barrier for the protection of the pier. That my hypothesis is correct, is proved by an incident related by Mr. Logan, in a paper read before the Royal Geographical Society, in 1842, and which is also quoted in Mr. Liddel's reply to Mr. Brunel. "A few years before the erection of the revetment wall at Montreal, a merchant was tempted by the commercial advantages of the position, to build a large cut-stone warehouse by the river side. The ground floor was not more than eight feet above the summer level of the river. When the ice barrier, or bridge, was formed, the usual rise of the water inundated the lower story, and the whole building becoming surrounded by a frozen sheet, a general expectation was entertained that it would be prostrated by the first movement. But the proprietor had taken a very simple and effectual precaution against this. Just before the rise of the waters, he securely fixed against the side of the building, at an angle less than 45°, a number of stout oak logs, a few feet asunder. When the movement came, the sheet of ice was broken and pushed up the incline thus formed, *at the top of which meeting the wall of the building, it was reflected into a vertical position, and the pieces falling back on each other, such an enormous rampart of ice was in a few minutes placed in front of the warehouse, as completely shielded it from all danger.* In some years the ice has piled up nearly as high as the roof of the building."

Mr. Stephenson, upon the question of a saving of masonry, by reducing the size of these piers, chooses to assume, in his report, that all suggestions had reference only to dispensing with the sloping ice breakers, preserving the rest of these enormous piers intact, and proceeds to argue seriously the difference in cost between these fractional portions of the piers, and the cost of the crib work shoes proposed by Mr. Keefer to meet a special case, which Mr. Stephenson, in his argument, terms *ordinary* ice breakers. He says: "To convey some idea of the magnitude of *ordinary* ice breakers, placed on the upside of the pier, and to enable you to form some notion of their cost, I cannot do better than quote the following." He then proceeds to Mr. Keefer's description of these shoes, which is concluded in these words: "Their application to the sides of the piers is with especial reference to preventing *the ice from reaching the spring of the arches*, which will be the lowest and most exposed part of the superstructure if wood be used." The inference to be drawn from Mr. Stephenson's language is that these are the *ordinary* ice breakers used by American engineers, and that the ashler piers of the Victoria Bridge, with their up stream ends, sloped and sharpened, embodied a *new* idea on this side the Atlantic.

Aside from this, the unfairness of the comparison is evident, when the simple cost of so many yards of masonry in these up stream ice breakers, irrespective of the cost of coffer dams and other appliances, which Mr. Ross estimated to cost 55 per cent. of the whole piers, is placed in comparison with the crib work shoes proposed by Mr. Keefer, one important purpose of which was to avoid these expenses. In fact the shoes were the only coffer dams required.

Beyond this comparison, to which I shall again have occasion to refer, Mr. Stephenson does not say a word *pro* or *con* about any saving to be made by shortening the piers or reducing their thickness. And Mr. Ross in figuring up the saving to be made by taking off the ice breakers, and comparing this with the cost of Mr. Keefer's cribs, says the amount of masonry saved, would be exactly 20,000 cubic feet, and he makes the amount a trivial one by applying a valuation of 2s. 6d. per foot deduced, by a very singular calculation. 1st. He says the total cost of piers and foundations is £800,000. 2d. That in laying the first stone 55 to 60 per cent. of the whole cost is incurred. 3d. That there is, therefore, but 2s. 6d. left for the remainder; *i. e.*, the remainder of the stone. The total being £800,000, 55 per cent. being set aside for the "first stone," we have according to my knowledge of arithmetic, £360,000 for the rest of the stone. As the whole is represented to amount to 60,000 yards, and as the "first stone," in its cubic contents, bears a very small proportion to this amount, we may disregard it. We have, therefore, 60,000 yards of masonry to be constructed for £360,000. This is at the rate which I have elsewhere stated, viz: £6 per cubic yard. As a cubic yard contains 27 cubic feet, the rate would be nearly 4s. and 6d. per foot, instead of 2s. and 6d. A very important difference. Certainly comparisons made in matters of this kind, upon the result of which depends the expenditure of such enormous sums, should not rest upon such loose statements as these.

Mr. Brunel seems to have labored under the same delusion as regards the novelty of sharpened ashler piers in America. He says in his report, "engineers in the north of the American Continent have had much experience in the construction of *ice fenders*, and have, I believe, constructed many in various ways, with great ingenuity and skill, of various degrees of strength, according to the necessities of the case, and the materials at hand; and no doubt many of them have succeeded admirably, or at least are said to have done so; but at best these have been but rough expedients intended to add to the security of some existing works, cleverly adapted to the peculiar position in which they were placed, or intended to meet any very probable contingency, and capable of being strengthened or repaired if they should prove weak or become partially damaged by any unusually severe winter. By the reports of the American engineers themselves it is evident they treat the *ice fenders*, generally, as *provisional* works, thrown up to protect others, and calculated by themselves to require renewal or repair. This mode of treating them does not for the reasons I have given seem to me fitted for the present case."

All this will no doubt be news to American engineers, who have not read Mr. Brunel's report. Upon the 20,000 miles of railways in our northern

States and in Canada, and among the thousands of bridges which have been constructed, I will venture to say that not one in fifty of any consequence, where piers have been needed, and ice was to be resisted, have been built without ashler piers, and with the up-stream ends sharpened and sloped for that purpose. True, they are sometimes faced up with a wooden sheathing strongly bolted to the masonry, but this is more particularly the case where the masonry is laid without cement. These ice breakers, or ice fenders, as Mr. Brunel terms them, have not been merely separate *rough provisional* expedients, but as a rule, with a few unimportant exceptions, have been *inherent* parts of the piers themselves.

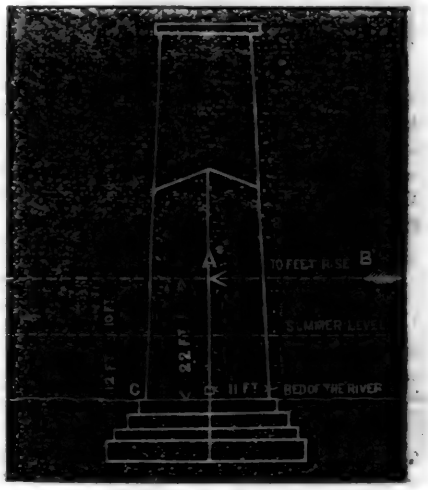
I might instance the bridge across the Connecticut River at Springfield, built by Major Whistler in 1840, for the Western Railroad; the bridge across the same river on the Hartford and Springfield road; the bridge across the Delaware on the New York and Erie road; the bridge across the Susquehanna at Harrisburg, and many others, constructed long before the Grand Trunk Railway Co. had an existence; and later still upon *that* road—the bridges across the Richelieu and St. Frances Rivers. This however is foreign to the subject, and I only mention it to show a specimen of one among the many wonderfully new ideas claimed for the Victoria Bridge.

In regard to the dimensions of the piers, Mr. Brunel says: "Mr. Stephenson has already I know recommended that the length of the piers should be reduced at the base about 6 or 7 feet, and at the top about 13 feet. I believe this will effect a saving of not less than £60,000 or £70,000, and I fully concur in the opinion of the safety and feasibility of the reduction." But Mr. Stephenson says nothing of this, and Mr. Ross says the idea of a reduction at once falls to the ground. It would appear, therefore, that if Mr. Stephenson did recommend it, it was not carried out.

Mr. Brunel is correct in one part of the statement, in regard to the ice fenders, viz: that American engineers have had much experience in the erection of structures designed to resist the action of the ice, and one among the important conclusions to which their experience has led them is, that as much is to be feared from making their piers too thick, as making them too thin. As a rule for any but extraordinary cases, they have determined that the dimensions of the top are more dependent upon the bridge seat, which the peculiar superstructure they may adopt will require, than upon any other condition; and that, generally, with a batter on each side of ½ to ¾ of an inch to a foot, the base will be sufficient. Additional base when thought necessary may be obtained by increased batter. For instance a pier of 60 feet in height upon which the bridge required a bearing of 10 feet, would, with a batter on each side of an inch to the foot, have a thickness at bottom of 20 feet. They have found also that if a pier have a length on the bottom between the point of the ice breaker and the "heel" which will enclose a verticle section of a pyramid, its sides having a slope of 40°, and its apex reaching to the highest level at which ice is to be resisted, it is of dimensions sufficient to resist almost anything in the form of ice which will strike it, in the direction of its length; provided it be of suitable masonry, thoroughly laid in cement, and well doweled and clamped, and the end presented to the ice has a slope of 40°. Such a pier cannot be moved longitudinally by ice, for the ice, if not parted by the ice breaker, will slide up the slope and go over before it will move or overturn it. Mr. Keefer says "that the ice is not, as is often remarked, "irresistible," may be proved from the fact that the islands, rocks, wooden wharves and stone quays have not been removed by it." The power required to crush a cubic foot of ice is much less than that required to crush stone, iron or wood. If, therefore, there is mass enough, the ice is broken into fragments or ground into powder. The simple expedient he says is "to turn the ice back upon itself and leave the first arrivals to take the shock of all that follows after." By sloping the up-stream face of a pier, so that the ice will ride upon it, the stability is increased by the additional weight piled upon it, and a heavy rampart of ice receives all further assaults. We may conclude then that so far as the longitudinal strength of the pier in involved, not the slightest necessity exists for the depth in the shaft with which they have been constructed, and that unless they are subjected to severe lateral "shoves," creating a pressure tending to overset them sidewise, the enormous thickness given them is also superfluous.

Can any such pressure occur at this point? All descriptions of the ice phenomena in the St. Lawrence concur in their conclusions as to the causes of the *lateral* shoves opposite the city—viz: that the deep and comparatively still water below the Current St. Mary closing first, arrests the floating ice coming down from above. This is not arrested by a broad margin of ice extending across the river at right angles, but in a sharp pointed space of open water where the current "tails off" into the still water. The accumulation of floating ice in this space piles up in a mass of broken fragments which partially congealing together forms a wedge which remains stationary until the escape of the water under it is so obstructed as to *back* the water and raise it above. The head finally becomes so great that this wedge is driven forward forcing the ice on each side in immense piles against the revetment wall in front of the city, and against St. Helen's Island opposite. This effect is sometimes produced for some distance down the river by the continued movement of this immense wedge, and the ice has been known to pile up at the Longueiul terminus of the railroad, so as to endanger the buildings which are placed above high water level, although this terminus is on a sort of bay or eddy, on the south shore of the river, under the lee of St. Helen's Island. That no conditions exist at the bridge site, or in its immediate vicinity, which could possibly create such effects as these, is quite clear. These wedge-like accumulations can only be formed at the *foot* of a rapid or current where it "tails off" into deep water while the bridge is at the head of the Sault Normand, and at the foot of Laprairie *basin*, where there are no "arresting features. It is quite clear then, the piers could not be subjected to any lateral shoves as are here described, and which are beyond question the most formidable of the phenomena of the ice movement. The only lateral pressure, then, which could ever possibly be brought against the piers, would be from floating *fields* of ice, broken off from the bordages above, as described by Mr. Keefer, which are brought down by the current of the basin, to add to the accumulation below—and these could not exert any serious pressure of the kind to be feared unless they were of the exact size necessary to fill the space between any two piers, and of great depth. In this event their effects are not so much to be measured by their area, *thickness* and velocity, as by the capacity of ice to resist pressure without crushing. It appears clear, from all the descriptions, that such fields of ice could not be brought down with any force after a dam had been formed by a jam of ice below so as to raise the water to any considerable extent; for, as previously explained, when the water is dammed back the current is so lessened as to allow the whole expanse of the *Sault* and the basin above te become frozen over. It is only, then, previous to the dams being formed, and when the water is low, that any action of this kind upon the piers from floating ice is to be expected, and this of course must be low down near the base. Mr. Keefer states "when a sufficient quantity (of ice) has been sent down to raise the level of Laprairie basin 10 feet, the current therein is so diminished as to become frozen over, and then all further supply is cut off."

This, we may take it, is then the highest point at which *floating* ice would strike the piers, viz: about 10 feet above summer level. If we take the depth of summer water at 12 feet, we shall then have the point of pressure created by floating ice at 22 feet from the bottom. The top of the highest piers, excepting perhaps the large piers at the centre, is about 70 feet above the bottom. The thickness at the top being 16 feet, and the batter being assumed at ½ inch per foot, the thickness at bottom would be 22 feet. The section would be nearly as shown in the following diagram



This section we are to overturn by a force applied at A in the direction B A, or we are to move it bodily sidewise. The whole mass being cemented, doweled and clamped together, is a monolyth, and it is quite evident that no movement of the latter kind could take place without moving a large area of the bed of the river which surrounds it. If any effect, therefore, is produced by the force at A, it must be to overturn it, upon some point below as a fulcrum. Let us assume this to be at C, on the level of the bed of the river. It will be near enough for all practical purposes to consider the pier as containing 2,000 yards above

this level, weighing 4,600 tons, which, with the weight of the bridge resting upon it, would give 4,875 tons as the weight acting vertically upon the point D at the middle of the base. Then A D C may be considered a bent lever, with its fulcrum at C. The two arms of the lever would be A D 22 feet, and D C 11 feet. It would, therefore, require a force equal to one-half the weight, or 2,437½ tons, disregarding the cohesion of the cement on the line C D. If we call the pier 80 feet long at this point, its width being 22 feet, the area will be 1,760 feet. The tenacity of best Rosendale cement, two parts cement to one of sand, when well set, is 40 lbs. per square inch, or 5,760 lbs. per square foot; but if we estimate it at only 4,000 lbs. or two tons per square foot, we have 3,520 tons as the additional resistance due to this, requiring an additional power of 1,760 tons to overturn the pier—or a total in all of 4,197½ tons, disregarding any additional strength which might be given by iron clamps and dowels. The whole length of the pier at the level of the line A B is about 65 feet. A sheet of ice, therefore, two feet in thickness, would be subjected to a crushing force of over 32 tons for every square foot of its edge in contact with the pier; or if 5 feet thick to a force of nearly 13 tons per square foot before it could exert any pressure to be feared. It is needless to say that any such pressure would crush the most solid sheets of ice like an egg shell. But solid sheets of such thickness are not formed. If any masses of such depth are brought down the current, they are composed of broken fragments piled up together, and only partially congealed. A slight obstacle serves to crush them, and besides as the specific gravity of ice is but little less than water, such masses would be nearly submerged, and the actual central line of impingement would be at a lower point, so that the pier would present increased resistance.

(To be continued.)

Charlotte and South Carolina Railroad.

The annual meeting of the Charlotte and South Carolina Railroad Company was held at Columbia, February 8th, at which the annual reports were presented. The earnings from operations of the road during the fiscal year ending December 31, 1859, were—

From Passengers		$103,990 84
" Freights		166,866 28
" Mails, express, etc.		23,426 89
		$294,284 01

The expenses were:

Maintenance of way	$42,274 89	
Conducting transportation	31,297 41	
Motive power	21,058 33	
Maintenance of cars	7,288 96	
Machine shops	17,520 60	
Loss and damage	3,355 83	
	$122,795 53	
Extraordinary expenses	13,869 00	
		136,664 52
Net receipts		$157,619 49

This sum is chargeable with $26,000, the interest due on the company's bonds July 1, 1859, and Jan. 1, 1860; 6½ per cent. of dividends on the capital stock, payable at the same periods; the redemption of $25,000 of bonds maturing Jan. 1, 1860; and $600 applied to the purchase of real estate—leaving a surplus in the treasury of about $30,000.

The extraordinary expenditures embrace all disbursements, such as improvements on roadway, superstructure, equipments, etc.

A comparison of the income of the past with the previous year, shows an increase of $11,020 21, from all sources; a diminution on freight of $6,324 09, and an increase on travel of $14,103 08. This loss has been on down freights—the number of bales of cotton transported being only 50,032, nearly 4,000 less than the former year, while the gain has been on through travel.

The roadway and track are in good condition. The business has been done with comparative freedom from accident; not once during the year has a passenger or freight car or engine been thrown from the track. No accident has happened during the past four years resulting in the slightest injury to any passenger. One locomotive has been purchased during the year. The company will require during the spring 300 or 400 tons of new rails, also a passenger coach, and should the business continue to increase, it may be necessary to purchase another locomotive. The number owned by the company is 14.

The number of miles run was 200,576, at a cost of 60.8 cents per mile. This is a decrease from the previous year of 12,379 miles, although the amount of business has been greater. The report says:

"The policy of the board of directors in conducting the affairs of the company has been conservative; for while the property and road have been gradually and constantly improving, its bonded debt (the only debt it now owes) will soon be reduced $49,500. This will have been paid out of its earnings for the past two years—after paying to the stockholders a fair dividend, and still leaving over a balance for each year. And while the present state of the treasury, and the general condition of the property cannot but be regarded as sound, with an annually increasing business, we may look confidently to the future success of the road. It occupies a commanding position; penetrates a fertile, agricultural country, abounding in wealth, and an intelligent and enterprising population, and leads to the best markets of the south, which must ensure it a permanent local business, while its direction is favorable to the reception of a large through travel."

This road is 109 miles in length, commencing at Charlotte, N. C., the southern terminus of the North Carolina Railroad, and running thence, via Chester and Winnsboro', to Columbia, S. C., the eastern terminus of the Greenville and Columbia, and the northern terminus of the Columbia branch of the South Carolina Railroad. This branch is 68 miles in length, and joins the main line at Branchville, S. C., 62 miles from Charleston, and 75 from Augusta. But two links are wanting to constitute it a portion of one of the great thoroughfares between the northeast and southwest, viz: from Danville, Va., to some point on the North Carolina Railroad, and from Columbia to Augusta, Ga. The Dan River Coal Field Railroad, which has been commenced with a view of connecting the Danville with the North Carolina Railroad at High Point, will shorten the time between Columbia and Richmond three hours, and will supersede the necessity of the Danville connection, which has been so long unwisely refused by the Legislature of North Carolina. In regard to the Augusta connection, a charter exists, and the country is regarded as favorable for its construction. The distance is but 70 miles, by means of which the passenger will save four or five hours. The cities of Columbia and Augusta, as well as the inhabitants along the line, and every road from Augusta south, and from Columbia north, have a direct interest in it. A road is now in actual process of construction from Charlotte north to a connection with the western extension of the North Carolina Railroad, at Statesville. It is 45 miles between these points. The grading upon 22½ miles has already been let, and the whole road to that point will doubtless be urged to a speedy completion. It is eventually to be extended via Jonesboro', Tenn., to some point on the Ohio river.

INCOME ACCOUNT.

	Dr.
To balance Dec. 31, 1858	$116,759 15
" earnings to Dec. 31, 1859	284,350 06
" receipts from other sources	6,864 03
Interest account	3,069 92
Five bonds of the company	2,500 00
	$413,543 16
	Cr.
Operating road	$136,664 52
Payments on dividends	74,153 25
Interest on bonds	25,847 50
Fifty bonds of the company	25,000 00
Construction account	600 00
Due by agents, connecting roads, etc.	45,451 48
Cash in treasury	105,826 46
	$413,543 16

The directors elected at the annual meeting, were: Wm. Johnston, A. B. Davidson, J. H. White, J. A. Young, A. B. Springs, Samuel McAliley, H. C. Brawley, E. G. Palmer, W. R. Robertson, A. R. Taylor, John Fisher and John Caldwell.

President—WM. JOHNSTON.
Treasurer—C. BOUKNIGHT.
Superintendent—T. J. SUMNER.

California.

We learn from the San Francisco *Mercantile Gazette* that an important bill, contemplating the liquidation of outstanding State indebtedness, had been introduced in the Senate by Mr. Merritt, of Mariposa, and referred to a select committee. It provides that all persons holding any legal or equitable indebtedness against the State, may, prior to August 1, 1860, but not subsequent to that date, present the same for payment at the Treasurer's office. The following are specified as the claims which are entitled to be received and liquidated under this act:

Civil bonds of the State issued under the funding acts, passed in the years 1851, '52, '53, '55 and '56, which are now outstanding and unpaid, with interest on the same to date of payment as appears by the coupons. Comptroller's warrants drawn under sanction of law for civil expenses prior to January 1, 1857, and now outstanding and unpaid. Certificates of balance issued by the Treasury Department in bonding any debt, and now outstanding and unpaid, as appears by the records. Claims against the State which accrued prior to January 1, 1857, and which have been, or may be audited and allowed by act of Legislature. Civil bonds of the State issued under act of April 28th, 1857. The Governor, Treasurer and Comptroller are constituted a Board of Examiners to receive all propositions made under this act, and award payment to the lowest bidder. The Treasurer of State is to advertise for sealed proposals, to be opened at the Capitol August 1, 1860, for the surrender of any indebtedness specified in this act, which advertisement shall state that $250,000 is appropriated to redeem said indebtedness, and the said Board accept the lowest pro-

posals at rates not exceeding par value as may redeem the greatest amount of indebtedness until the $250,000 is exhausted. The sum of $250,000 is appropriated for the payment of any claims offered for liquidation agreeably to this act.

On the 9th Feb., in response to proposals for the redemption of $75,000 of the City Bonds of 1851, the amount of $24,500 was surrendered to the Commissioners of the Funded Debt at 105 and interest. The largest amount surrendered by one party was $14,000.

The report of the State Treasurer, for the month of January, 1860, shows the following condition of the Treasury at the close of that month:

Balance on hand, Dec. 31, 1859	$402,402 93
Received from all sources during Jan.	529,858 06
Total	$932,260 99
Disbursements	133,045 77
Cash on hand, January 31, 1860	$799,215 22

The amount of funds on hand at the commencement of business, Feb. 13, was $767,469 21.

Macon and Brunswick Railroad.

This company was organized February 4, 1859, the requisite amount of subscriptions to the capital stock having previously been obtained, and steps were immediately taken to procure a competent engineer, with a view to the location of the line, which resulted in the selection of Maj. E. McNeill, by whom the preliminary survey was made in 1857. The engineer department was organized, and the location commenced in April, and completed early in June. The line, as located, commences at Macon, where it forms a common junction with the Macon and Western, and Southwestern railroads, and runs thence, in a southeasterly direction, through the counties of Bibb, Twiggs, Pulaski, Telfair, Montgomery, Appling, Wayne and Glynn, to its intersection with the Atlantic and Gulf railroad, three-fourths of a mile below the Initial Point. The whole length of the line is 175 miles.

The amount of stock subscribed at the time of the organization was about $500,000—by individuals, and by the corporations of Macon and Brunswick. The larger portion having been subscribed by the people at each end of the road, and in the counties of Twiggs and Pulaski; and the sum not being sufficient to warrant the placing of the whole line under contract, the board determined so to dispose of the means in their hands, as to confer the greatest individual benefit on the subscribers, and at the same time best subserve the general interests of the company.

With this view, two sections only were placed under construction, viz: the Northern division, commencing at Macon, and extending 37½ miles, to a point on the Dublin road, 9½ miles from Hawkinsville; and the southern division, commencing at the intersection of the road with the Atlantic and Gulf road, and extending 29 miles to Hazlehurst, on the Brunswick and Florida road—comprising in both 66½ miles.

The subscriptions to the stock of the company were paid in notes, and bonds of the cities of Macon and Brunswick, due, one-half in January, 1860, and the balance in January, 1861—the contractors receiving the stock, notes and bonds at par in payment for the grading and superstructure, in equal parts of those due in 1860 and 1861. By this means, individuals were enabled to subscribe more largely, and the work be progressing while the notes were maturing. Thus far it has been found to work remarkably well. The grading, bridging and superstructure have been let at fair prices to experienced and responsible parties, they taking one-fourth to one-third in the stock of the company. The work is progressing fairly. The above subscriptions are exclusive of those in the counties of Appling, Telfair and Montgomery, which it is thought advisable not to expend, until reaching those points.

We understand that a purchase has been made of 1,700 tons of iron, sufficient to lay about 35 miles of track. It is expected to arrive about the middle of June, at which time the track will be in readiness to receive it; and should no unforeseen accident occur, the cars will be running at least 30 miles by the 1st of October next. The road thus far has been built with greater rapidity than any other ever constructed in Georgia.

The following statement exhibits the total cost of each division, and the amount of stock taken in payment for the same by the contractors:

	Total.	Stock.
North'n Div.	$204,548	$56,838
South'n "	83,533	20,883

It is thought that these two sections, completed, in operation and paid for, will be fully sustained by the business done over each, even though the work upon the middle division should be deferred for any length of time.

The estimated cost of the whole road is as follows:

Northern Division	$420,172
Southern "	231,640
Middle "	1,084,800
Building and fixtures	49,000
Furniture	341,100
5 miles of siding	50,000
	$2,176,712

The capital stock of the company at the date of the report Feb. 3, 1860, was $565,525.

The assets of the company consisted of—

Bills receivable		$181,487 48
Subscription of City of Macon		200,000 00
" " Brunswick		5,000 00
" Contractors		77,500 00
" Individuals		5,000 00
Cash paid out	$17,867 52	
" balance on hand	33,670 00	
		51,537 52
		$565,525 00

The office of the company is at Macon, Ga. The officers are:

President—A. E. Cochran.
Chief Engineer—Maj. E. McNeil.
Principal Assistant Engineer—A. N. Rogers.
Treasurer—A. B. Dickinson.

Pennsylvania Railroad.

We learn that Thos. A. Scott, Esq., has been elected Vice President of this Company, to fill the vacancy occasioned by the death of Wm. B. Foster, Jr. Mr. Scott was General Superintendent of the road at the time of his promotion; and is succeeded in that capacity by Mr. Enoch Lewis. Mr. Lewis was superintendent of the middle division of the road under the general superintendency of H. J. Lambaert, Esq., prior to the promotion of the latter to the Auditorship of the company. It will be recollected that the present able president of the company, J. Edgar Thomson, Esq., was its Chief Engineer prior to his election to the position he now occupies.

Illinois Southern Railroad.

We learn from W. J. Stevens, Esq., of Vincennes, that work on the Cairo and Vincennes road—incorporated as the "Illinois Southern Railroad,"—is proceeding with such vigor as to promise an early completion. The track is graded from St. Francisville, Ill., to a point near Carmi, thirty odd miles, and the white oak cross-ties for this section are mostly distributed. From Carmi to Vincennes, a distance of nine miles, the grading is now being done. Mr. Crosswell, the Chief Engineer of the work, acting with Judge Wilkinson, President of the company, has accepted the proposition of the McCallum Bridge Co., of Cincinnati, for building a bridge across the Wabash river below Vincennes. —*Cin. Com.*

Copper From Lake Superior.

We have received the following statement from Mr. R. H. Rickard, No. 21 Nassau street:

Shipments of Copper from Lake Superior for 1859.

Eagle River.	Net tons.	Estim't'd per c'age.
Cliff Mine	1,254	71
N. Am. Mine	8	74
Phœn. C. M.	32	85
Eagle Riv. M.	5	76
Total	1,301	
Eagle Harbor.		
Cop. Falls M.	342	78
Central Mine	173	75
N. West Mine	69	74
Conn. Mine	18	76
Summit Mine	4	70
Total	607	
Copper Harb.		
Clark Mine	3	70
Portage Lake.		
Isle Roy'e M.	240	74
Quincy Mine	335	55
P'w'bic Mine	772	70
Fr'klin Mine	207	55
Port'ge Mine	9	76
P'tage Lake.		
Huron Mine	7	76
Mesn'd Mine	1	60
Total	1,573	
Ontonagon.		
Minn'sota M.	1,633	74
R'ckl'd Mine	349	75
Nat'nal Mine	323	80
Advent're M.	138	73
Ogima Mine	35	68
Ev'g'n B. M.	27	68
Norw'h Mine	22	70
Aztec Mine	15	70
Nebraska M.	9	71
Toltec Mine	9	73
Boh'mian M.	3	70
Ridge Mine	27	73
Mass Mine	12	70
Superior M.	1	71
Hamilton M.	1	70
Total	2,610	

Recapitulation.

	Net tons.		Net tons.
Eagle River	1,301	Eagle Harbor	607
Ontonagon	2,610	Copper Harbor	3
Portage Lake	1,575		
Total	6,095		

Wilmington, Charlotte and Rutherford R.R.

We learn from the Wadesboro' *Argus* that the prospects of this enterprise were never brighter than at present. The *Argus* says:

The company employ on the eastern end quite a large force; some engaged in keeping up the road already laid, some in laying track, some in building trestle, and the largest force in grading the unfinished section below Lumberton. As soon as this latter force finishes in Robeson, it will move up to Richmond and continue its labors until it reaches the Pee Dee. The company have also as strong a force at the Pee Dee bridge as can well work on it. The railroad to take the rock from the quarries to the bridge site is nearly complete—the flats to convey the rock to the piers in the river are nearly ready. The machinery for raising the rock is now on the way, and the whole work will be most expeditiously done, the state of the water and weather permitting. A force of one hundred hands will shortly be put to grading the heavy sections between Charlotte and the Union Co. line; and for the grading through Anson and Union counties, reliance is placed on the citizens of the two counties. The President promises to carry off our cotton crop of 1861, if our people will have the grading finished by the time the Pee Dee bridge is ready. We also learn that track-laying will commence on the western end about the 1st of April, and by the end of the year will probably reach Shelby, fifty-four miles from Charlotte.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sideings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	----	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	----	59,430	22,359	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,028	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 Jan. '59	319.2	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,100	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	----	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	----	446,153	211,880	6	----
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	----	----	----	—	—	—	—	—	----
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	----	----	—	----	----	----	----	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----	----	—	----	----	----	----	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	----	----	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Sep. '59	22.5	—	----	41.8	----	----	----	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	----	211,420	115,076	----	----
								CONNECTICUT.													
31 Jan. '59	23.9	—	----	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	----	56,044	20,618	6	----
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	----	----	----	----	----	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	904,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	127½
31 Dec. '58	74.0	—	----	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	----	271,273	66,330	—	----
31 Dec. '58	57.0	—	----	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	----	199,536	314,068	—	----
30 Nov. '58	62.3	—	----	—	—	—	—	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	----	1,488,538	50.1	----	76,758	8,946	—	----
31 Dec. '58	46.4	8.8	----	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	----	1,481,723	55.2	----	158,652	loss.	5	----
30 Nov. '58	66.0	—	----	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	----
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	----
31 Mar. '58	59.0	7.0	----	—	—	—	—	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,072	66.0	----	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	----	66,628	—	—	----
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	----	19,895	—	—	----
								FLORIDA.													
-- -- 59	154.2	—	----	—	—	—	—	*Florida*	----	----	—	----	----	----	----	—	—	—	—	—	----
30 Apr. '58	—	—	----	45.1	----	----	----	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	----	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	—	—	—	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	----	362,061	197,357	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '57	53.0	—	----	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	298,500	----	1,032,200	53.0	----	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	----	----	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	----
31 Mar. '59	171.0	61.0	----	—	—	7	2	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,388,665	232.0	----	1,154,621	544,303	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102½
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '59	108.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	----	----	147.2	171,758	547,876	337,769	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
-- --	220.0	—	----	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	----	10,000,000	220.0	----	----	----	—	----
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	----	8,149,084	210.0	----	1,044,573	171,515	----	56
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
-- -- '58	138.0	—	----	75.0	----	----	----	Chicago and Northwestern	----	----	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	----	----	----	—	----
30 Jun. '58	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	----	1,407,846	629,029	—	65⅞
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	----	580,000	----	----	84.0	----	----	----	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	62½
-- -- '57	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	----	----	----	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,306	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	----	1,976,578	556,624	—	62½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	----	----	—	----	----	----	----	—	—	—	—	—	----
-- -- --	148.0	—	----	—	—	—	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
-- -- --	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	----	----	—	----	600,000	----	----	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	----	----	—	----	----	----	----	—	—	—	—	—	----
-- -- '58	186.0	—	----	—	—	—	----	Peoria and Oquawka	5,400,000	*	—	1,589,889	2,200,000	----	----	186.0	----	----	----	—	----
31 Dec. '58	100.0	—	----	—	—	—	----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	—	—	----	Rock Island Bridge	----	----	—	----	----	----	----	oper	by Chic.	& R. Is.	----	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	----	823,767	----	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	—	—	----	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	----	----	108.0	----	----	----	—	----
-- -- --	29.0	—	----	73.0	—	—	—	Cincinnati, Peru and Chicago	----	----	—	----	----	----	----	29.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	—	—	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	----	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	38
31 Dec. '58	84.0	—	----	—	—	—	----	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	----	232,905	92,859	—	----
31 Aug. '57	78.0	—	----	—	—	—	----	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	----	108.0	----	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	—	—	----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	----	2,000,000	64.0	----	----	----	—	----
-- -- '58	86.0	49.0	----	—	—	—	----	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	----	----	135.0	----	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	—	—	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	—	—	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----	----	----	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	----	----	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	—	—	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	----	----	----	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	----	----	—	245,000	755,000	----	----	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	----	----	----	Keok., Mt. Pleasant and Musc.	745,703	*	—	[548,216	414,000	60,452	1,022,608	11.2	----	----	----	—	----
-- -- '59	55.0	52.6	----	312.0	----	----	----	Mississippi and Missouri	4,198,000	*	—	----	----	----	----	107.6	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	----	----	----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	----	----	20.0	----	----	----	—	----
-- -- '58	13.0	—	----	22.0	----	----	----	Lexington and Danville	765,500	—	—	694,444	71,000	----	----	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '59	29.0	—	----	—	----	----	----	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	----	712,322	29.0	----	120,187	64,142	7	80
30 Jun. '59	65.1	—	----	—	----	----	----	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	----	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	----	163,288	94,995	—	----
-- -- '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	----	----	—	----	----	----	----	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	----	----	----	Clinton and Port Hudson	750,666	*	—	----	----	----	----	22.0	----	----	----	—	----
-- -- --	27.0	—	----	—	----	----	----	Mexican Gulf	662,911	*	—	----	----	----	----	27.0	----	----	----	—	----
31 Dec. '58	80.0	—	----	178.0	----	----	----	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	----	225.577	----	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	----	753,774	----	—	----
31 Aug. '58	21.0	—	----	168.0	----	----	----	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	----	----	----	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of share.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	.....	.....	.....	23.0	.....	.....	.....	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by An.&K.	67,324	.....	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	92½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	68½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,966	2,280,000	5,395,800	655,507	8,681,557	154.5	606,482	810,804	364,649	—	144
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	90
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	107½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	105½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	87
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	90
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	29.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,490	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	.....	.....	.....	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	13½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	110
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	.....	.....	.....	.....	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	.....	.....	.....	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	41½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	8½
-- -- --	.....	.....	.....	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	.....	.....	.....	.....	.....	.....	.....	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	.....	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	54½
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	69
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	88
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	48½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '58	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,173,285	*	—	1,100,000	2,036,000	197,801	.....	76.0	.....	237,446	95,736	—	.....
30 Nov. '58	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,376,795	*	5,972,076	3,798,400	8,567,800	.....	11,490,489	96.2	.....	1,640,328	766,160	8	127½
30 Nov. '58	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,787,970	*	—	656,635	1,006,800	439,085	1,787,470	60.2	.....	133,222	57,965	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	.....	.....	.....	Long Dock	1,000,000	.....	—	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	3	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	711,420	342,297	4,802,717	33.8	398,784	903,458	564,067	10	124
31 May, '59	21.3	—	.....	—	2	6	17	Northern New Jersey	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	.....	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Nov. '58	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	.....	—	248,225	100,000	1,200	350,000	ope	r. by N.	Y. & E.	26,500	5½	.....
30 Nov. '58	18.7	—	.....	—	.....	.....	.....	Warren	1,568,713	*	—	968,000	600,000	713	1,607,085	18.7	6 mo.	193,241	96,620	5½	.....
30 Nov. '58	13.0	—	.....	47.0	.....	.....	.....	West Jersey	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	—	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	—	—	oper.	by W	estern.	—	6	—
30 Sep. '58	34.9	2.6	—	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	862,500	52,570	—	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	16,530	23,554	9,204	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	178.0	—	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,480,251	312,736	—	1,913,000	1,049,000	172,378	—	87.8	356,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	—	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	—	oper.	by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	—	—	—	—	—	—	—	oper.	by Re	ceivers.	—	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	—	oper.	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	49,519	58,207	10,840	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	38½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	75
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	10
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	9½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	—	1,494,000	—	—	121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	—	75.4	98,686	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	—	46.2	89,380	208,223	33,946	3	—
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	—	18.4	32,980	37,280	18,590	2	—
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	—	—	oper.	r.by Ren	s. & Sar.	30,150	2½	—
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	—	54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	—	—	—	—	—	—	—
30 Jun. '59	11.0	—	—	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	oper.	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	—	81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	251,083	—	27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	—	oper.	r. b.Hud	s. River.	—	6	—
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	—	oper.	r. by oth	er Co's.	—	—	—
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	—	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,611	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '58	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,866	7	68
-- -- '59	37.0	—	—	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	89
31 Dec. '59	67.0	—	—	13.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110½
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	5
30 Apr. '59	109.2	79.4	—	—	32	52	436	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	21
31 Dec. '58	61.4	—	—	56.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper.	r. w. Lit.	Miami.	170,795	8	83
31 Dec. '58	72.0	—	—	72.0	—	—	—	Dayton and Michigan	3,748,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	—	—	—	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
31 Dec. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	841,591	8	83½
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	86
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper.	r. b.Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	—	20.2	15	6	—	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper.	r. by C.,	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	—
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,820	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	76
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,607	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	41½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
30 Oct. '59	98.0	6.0	—	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	38½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Cars Engines.	Cars Passenger.	Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,361	26.4	.....	125,597	4,592	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,348,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147.231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801.615	34,372	250,000	706.365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- --	'58 40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan.	'59 143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													.....
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333.204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	—	—	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,892	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860.000	204,544	.....	45.8	57.950	75.129	47.579	—	.....
	30.9	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	—	—	.....
								TEXAS, (*all aided by State*).													
-- --	'58 32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- --	'58 56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- --	'59 43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May	'58 75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,091,443	35.0	.....	76,958	.....	—	.....
-- --	'59 25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- --	'59 28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May,	'59 90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98.536	192,122	82,001	—	.....
31 Aug.	'59 119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392.141	119.6	395,762	354,288	81,561	—	.....
31 Aug.	'59 62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun.	'59 119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,078	—	.....
30 Jun.	'59 47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope r. by Vt. Central		.....	.....	—	55
31 Aug.	'59 23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47.324	43,998	10,493	—	.....
31 Aug.	'59 54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope r.b.Troy		& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug.	'59 41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	.....	.....	—	.....
30 Sep.	'58 75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939.729	75.8	.....	125,599	65,554	—	.....
31 Mar.	'59 79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep.	'59 103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	—	.....
30 Sep.	'59 148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep.	'59 123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec.	'58 59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep.	'58 140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar.	'58 75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680.115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr.	'59 22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79.921	157,542	82,485	6	64
30 Sep.	'59 38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657.812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug.	'58 80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644.000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep.	'59 178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304.195	652,405	382,696	4½	50
31 Aug.	'59 204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep.	'57 32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec.	'59 55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar.	'59 199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec.	'58 40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
-- --	'57 42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec.	'58 191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
-- --	'57 50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan.	'58 104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- --	'58 10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv er Vall.	.....	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July	'59 158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,570	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- --	'59 81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- --	'59 37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep.	'58 624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- --	'59 229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,000	.....	.....	3	.....
-- --	'59 24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- --	'59 95.0	1.0	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- --	'59 54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- --	'59 25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov.	'58 29.9	0.9	.....	70.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
-- --	'59 60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- --	'59 61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
-- Dec.	'58 48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	18,000,000	48.7	.....	1,925,444	1,360,160	13	135

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'70	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60–'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83½
" "	700,000	6	1880	83
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana :				
1st Mortgage convertible	791,000	7	1866	57½
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,884	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	91
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	93
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	60
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
------	------	------	------	----
***Columbus, Piqua and Indiana :**				
------	------	------	------	----
------	------	------	------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River :				
Mortgage (due 1802, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan :				
------	------	------	------	----
------	------	------	------	----
Dayton and Western :				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	------	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98⅜
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
------	------	---	------	----
------	------	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n :				
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------	------	---	------	----
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill :				
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------	------	---	------	----
------	------	---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'60–'70	102⅝
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central :				
Optional Right Scrip	65,000	7	1868	----
Construction	12,585,000	7	1875	89
Construction	4,115,000	6	1875	89
Free Land	3,000,000	7	1860	104
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland :				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	----
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,331,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	----
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	70
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	----
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	----
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	86
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	49
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	28
Unsecured (convertible)	2,443,000	7	1862	28
Sinking Fund	2,193,000	7	1875	28
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	79
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----	----------	†	------	----
Peru and Indianapolis:				
----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	90½
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1886	----
Income (O. and P.)	1,991,000	---	1873	----
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	96
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
2d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	17
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, March 24, 1860.

New Jersey Railroads and Canals.

In another column we have given a tabulated statement of the financial condition of the railroad and canal companies of the State of New Jersey—the same being an abstract from the official returns made for the year 1859 to the Legislature. Aggregating these, the following are the results:

Share capital paid in	$17,951,774
Funded debt	15,691,375
Other liabilities	1,856,061
Total liabilities of 18 companies	$35,499,210
Cost of the 18 works represented	32,797,916
Liabilities over cost of works	$2,701,294

—of which amount about $1,000,000 is invested in the stock of the Philadelphia and Trenton Railroad, and the remainder charged to other property held by the companies or to profit and loss. The total length of railroad in the State is 556 miles, which has cost $26,130,481, or $47,000 per mile; and the total length of canal is 148 miles, which has cost $6,666,435, or $45,000 per mile. The gross earnings on both railroads and canals for 1859 amounted to $5,785,918, and the working expenses to $2,686,174, leaving as net earnings applicable to interest and dividend, $3,099,744, or about 9½ per cent. on the cost of the works, or about 8 per cent. on the total liabilities of the companies. Of the whole number of the companies, however, only nine companies paid dividends —(See Table)—the remaining nine companies having earned a bare sufficiency to pay current expenses and interest.

Wills Valley Railroad.

This road is 82 miles long, extending from Chattanooga, Tenn., to Gadsden, Ala. According to the report of the president, made up to the 1st October last, 18 miles were in readiness for the cross-ties, and 16 more were half completed. Since then several additional miles have been completed, and are also ready for the cross-ties. In the finished portion is included nearly all the heavy work. The remainder is of so light a character that it can be finished in advance of track laying so as never to delay its progress.

The total estimated value of work done to October 1, 1859, was $108,176 52—of which $32,233 14 was paid in stock, and $75,943 38 in cash.

The number of contractors was 25; sub-contractors, 33; workmen, 233.

Much of the work on the whole line of the road has been let for half cash and half stock. Estimating the proportion for the remainder of the work to be the same as upon the completed portion, we have the following result:

Value of work done, as above	$108,176 52
Cash required to complete the 62 miles under contract	72,000 00
Do. to grade remaining 20 miles	15,000 00
Stock subscription—proportion	36,600 00
Total cost of grading	$231,776 52

—or $2,828 per mile, including all expenses. Provisions for the completion of this road are ample. The available cash subscription is $172,000—of which there has been expended $75,943 38; required for completion, $87,000; leaving an excess of cash assets of $9,056 62. To which may be added the loan of $75,000 for five years, authorized to be made to it by the Alabama Legislature—being its proportion of the Three Per Cent. Fund, alluded to elsewhere in this paper. To this should also be added the valuable donation by the General Government of 200,000 acres of land, in alternate sections on the line of the road, much of which is of the highest value as mineral and farming lands. But few roads are built that have advantages to compare with this. Forming a part of the air line road between New Orleans and New York, it can never have a competitor, while for cost of construction, it will compare with the most favored road in any part of the world.

The very small amount required to keep the road in repair, its important connections, etc., etc., offer for it so many advantages that a leading foreign capitalist has agreed to take its first mortgage bonds, in payment for iron, and the contract has been ordered to be closed by the president of the company. It is expected that the whole line, including the North East and South West Alabama Railroad, with which it connects, and with which it is eventually to be amalgamated, together with the Selma connections, will be completed in two years.

Stanstead, Shefford and Chambly Railroad of Canada.

At a general meeting of the stockholders of this road, held at Waterloo on the 5th inst., the following named gentlemen were elected Directors for the ensuing year:

Hon. L. T. Drummond, M. P. P., A. B. Foster, Esq., M. P. P., Benj. Savage, Esq., Chas. Allen, Esq., J. G. Cowee, Esq., John Williams, Esq. Ralph Merry, Esq., A. A. Knowlton, Esq., D. Russ Wood., Esq.

The following gentlemen were elected officers for the ensuing year, being the same as last:

Hon. L. T. DRUMMOND, *President.*

A. B. FOSTER, Esq., *Vice-President and Managing Director.*

L. S. HUNTINGTON, Esq., *Secretary and Treasurer.*

The stockholders passed the following resolution:

Resolved, That the Stockholders are deeply sensible of the advantage the Company has gained by having the Vice-President, A. B. FOSTER, Esq., as Managing Director; and they are well satisfied that without the talent, energy and perseverance displayed by him, and given to the Company, with his whole time, the road would by no means be in that favorable position and state of forwardness in which it now is; and they venture to express their earnest desire that the Company may continue to have the benefit of his invaluable services.

We have watched the progress of this road with considerable interest, as it is destined, when completed, to play an important part among the lines connecting the St. Lawrence with the seaboard. The resolution of the Stockholders is a compliment well deserved by the recipient, to whom may be given the credit of perseveringly and untiringly adhering to the undertaking through the most discouraging ordeals, and of bringing it to its successful state of progress. About 30 miles of the road are in operation, and 12 miles more will be

added in the course of the coming summer. The accounts of the working for the past year were very satisfactory.

Alabama and Tennessee Rivers Railroad.

This road is now completed and in operation from Selma to Talladega, a distance of 110 miles. Efforts are being made to extend it to Jacksonville, and thence to its final terminus at Gadsden, where a connection will be made with the Tennessee and Coosa Railroad, running thence to Gunters Landing, and through that road with the Winchester and Alabama, which has its northern terminus at Dechard, a point on the Nashville and Chattanooga Railroad. At Jacksonville, to which point it should be constructed with all possible speed, it will join the road now under construction to Dalton, the southern terminus of the East Tennessee and Georgia road—one of the links in the great air line extending to the most remote corner of Maine. For the purpose of hastening the completion of this southern link, a meeting of the citizens of Selma was held on the 1st inst., at which Hon. THOMAS A. WALKER, President of the company, related, in a concise manner, its present financial condition. He stated that the road could be completed from Talladega to Gadsden in less than two years, at a cost of $600,000; that the available means of the company are, the $225,000 appropriation of the Three per cent. fund, and $225,000 of the first mortgage bonds undisposed of; that along the line from Talladega, $100,000 could probably be raised; and with a like amount from the city of Selma, the road could be completed through to its terminus at an early day. The following resolution was adopted:

Resolved, That we recommend to the Council of the city, to pledge Selma for half the amount required (one hundred thousand dollars,) on condition that an equal amount shall be raised by the people of the up country interested in the completion of the road.

Dalton and Jacksonville Railroad.

This road commences at Dalton, Ga., the southern terminus of the East Tennessee and Georgia Railroad, and runs thence in a southwesterly direction to Jacksonville, in Benton Co., Ala., a distance of about 91 miles. At this point it intersects the line of the Alabama and Tennessee Rivers Railroad, running thence to Selma. This road is already completed and in operation from Selma to Talladega, 110 miles, and will probably be finished to Jacksonville in twelve or fifteen months. At the southern terminus of this road, commences the line of the Selma and Gulf Railroad, running thence to a connection with the Alabama and Florida Railroad at or near Sparta, through which, and the Mobile and Great Northern Railroad, a direct connection will be formed between Mobile and Dalton in a distance of about 380 miles. The East Tennessee and Georgia Railroad Company are deeply interested in the construction of the Dalton and Jacksonville road; indeed it is of the first importance to them, as it will give to their road immediate connection with the heart of Alabama, and her proposed netting of railroads, now set in rapid progress of construction, by the recent passage of the three per cent. appropriation bill.

The whole line of the Dalton and Jacksonville road has been surveyed and located by the Chief Engineer of the company, GEORGE WADSWORTH, Esq. The amount of work required to build this road is very light, considering the direction in which it crosses the country. He hopes to lay 10 or 12 miles of track this season—the iron for which, and a locomotive, has been contracted for. Ground has been broken within a few weeks upon the Selma and Gulf road, and proposals are invited for the grading of a portion of the line of the Mobile and Great Northern Railroad, extending from the east bank of the Tensas river to Mobile. By the time the Dalton and Jacksonville road is completed, the rail will be laid to Pensacola and also Mobile. This route will shorten the distance from Dalton to Mobile some 120 miles, and when completed will be a part of the route from New York to the Gulf of Mexico.

The office of the Dalton and Jacksonville Railroad Company is at Dalton, Ga. The officers are:

President, HON. L. W. CROOK.
Secretary, EDWARD WHITE.
Treasurer, JAMES MORRIS.
Chief Engineer, GEORGE WADSWORTH.

Selma and Gulf Railroad.

We learn from the Selma *Reporter* that work has been commenced upon this road between Selma and the Alabama river. Several other contractors are ready to begin work very soon. The connections which this road will make with the Alabama and Tennessee Rivers road, the Jacksonville and Dalton road, and the Tennessee and Virginia roads, will make it a line of great importance. A letter from a Selma correspondent of the *Reporter* says:

We have just received news of the final passage of the three per cent. appropriation bill. This gives for the Alabama and Tennessee Rivers road, $225,000; to the Wills Valley road, $75,000; to the Selma and Gulf, $40,000, and, finally, all of the amount of $633,000, besides the annual interest of near $40,000, to the Central.

The Alabama and Tennessee road should be operating to Jacksonville—85 miles from its present terminus—in twelve or fifteen months; and, in twelve or fifteen months *after that*, we shall probably have all three connections northwardly, to wit: from Jacksonville to Dalton, 91 miles; from Gadsden to Chattanooga; and from Gadsden to Guntersville and Winchester, and shortly after that the Central may be opened from Montevallo to Decatur, making the distance from Selma to Nashville only 290 miles.

This direct route would be of vast benefit to Mobile, and to Selma, also. It would make ours the great route of travel from the Gulf to all the great points of the North, East and Europe, and also of the central West.

We intend to make the Selma and Gulf a very superior road, for fast time and heavy loads. No grade exceeding 40 feet, no curve exceeding 2½ or 3 deg., and very little of this. The grade, too, is so distributed as to present no very long stretch of 40 feet continuously. In the line across Dallas and Wilcox counties, from Selma to Monroe county line, we lose only about 1¼ miles, air line from *north* bank of the river to line of Monroe, 39½ miles, and railroad, 40¾. There are some six to eight miles tolerably heavy work: but the *average* estimate for the grading, *at good prices*, will be but little over $5,000 per mile.

We want to complete the road through in two years, if possible. If Mobile will aid us a little, we can do this. She is deeply interested, as there will be *on the line* of our road near 40,000 bales, and out of the 150,000 bales and upwards that will be received at Selma in two or three years, 75,000 or 100,000 bales will pass over this road, and other articles I will not now attempt to enumerate. What the coal tonnage will amount to, no one can guess; somewhere between 100,000 and 500,000 tons, probably.

I must say, however, that I think the Dalton and Jacksonville road is now in good hands, and that good progress will be made towards Jacksonville, and perhaps make the connection in the course of two years. I know the present President, Judge Crook, of that road. He is a man of decided energy, intelligence, prudence and character, and he is anxious to make this connection, to get to the Gulf markets.

Alabama Three Per Cent. Fund.

In several articles in this week's paper we have referred to the appropriation recently made by the Legislature of Alabama for railroad purposes. We find in the Montgomery *Confederation* a condensed statement of the provisions of this bill. It is as follows:

The unappropriated balance of the Three per cent. fund, and the interest thereon as ascertained and appropriated by the last Legislature, amounted to $663,000, which has been disposed of by the recent law, as follows:

Northeast and Southwest R. R. Co.	$218,000
Wills Valley R. R. Co.	75,000
Alabama and Tennessee R. R. Co.	225,000
Selma and Gulf R. R. Co.	40,000
Cahaba, Marion and Greensboro' R. R. Co.	25,000
Opelika and Oxford R. R. Co.	50,000
Montgomery and Eufaula R. R. Co.	30,000
	$663,000

The interest has to be paid by these companies to the State Treasury, and as soon as the Tennessee and Alabama Central Railroad Company shall, in good faith, put to work in grading, bridging, &c., not less than two hundred hands, the interest, except $25,000, is to be paid to said company as the work progresses, which grading, &c., must be completed and ready for the ties, rails, &c., within five years, at which time the several companies mentioned pay over, as a bonus, to the Tennessee and Alabama Railroad Company the $663,000, which Railroad Company obligates itself by bonds satisfactory to the Governor, to finish and equip the 120 miles of road from Decatur to Montevallo within twelve months from receipt of this money. The $25,000 reserved by the State from the interest on the fund is appropriated by the bill to improve the navigation of Colbert Shoals in the Tennessee river.

Opelika and Oxford (Ala.) Railroad.

We learn from the Chambers, Ala., *Tribune*, that the entire amount ($175,000) of stock necessary to be raised before commencing work on this road, has been subscribed; and that the directors have engaged the services of C. P. ROGERS, Esq., an experienced engineer, to survey and permanently locate the road, Mr. Rogers will enter upon his duties immediately. The individual subscriptions, and the amount loaned from the three per cent. fund, reach the sum of $250,000.

York River Railroad.

We learn from the Richmond *Enquirer* that the work on this road is progressing rapidly towards completion. The bridge across the Pamunkey, at the White House, will be finished in April, and the trains run through to the terminus, at West Point, in June. A splendid steamer will then be put on the line to Norfolk, making the run in a few hours.

Laurens (S. C.) Railroad.

At a recent meeting of the directors of this road, Dr. JNO. W. SIMPSON was elected President to fill the vacancy occasioned by the death of Col. James H. Irby, late President.

Cleveland and Mahoning Railroad.

MARTIN BENTLEY has been appointed Secretary and Treasurer of the Cleveland and Mahoning Railroad, in place of O. M. Burke, who retires in consequence of ill health.

FINANCIAL.

The closing cash prices at the New York Stock Exchange for each day of the week ending 21st March, 1860, were as follows:

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101¼	102	----	101¾	100¾	----
STATE STOCKS:—						
Virginia 6s	94	94	94	94	94	----
Missouri	81¼	81¼	81¼	81	81¼	81
Indiana 5s		88	----	----	----	----
Tennessee 6s, 1890	91¼	91½	91½	90⅝	90⅝	91
California 7s	89	----	----	----	88	88
Ohio 6s, 1870	106⅞	----	----	----	----	107
RAILROAD SHARES:—						
Chicago and Rock Isl.	65⅛	65½	65½	66⅛	66⅛	65⅝
Clev. and Toledo	20⅜	20⅜	20⅜	21⅛	21⅛	21
Galena and Chicago	60⅛	60⅝	61	62⅜	62⅝	62½
Hudson River	39	39¼	39½	39½	39	39
Illinois Central	61½	61	61	62½	62⅝	62
Michigan Central	40	40⅛	40⅜	41⅛	41⅛	39
M. S. and N. I. guar'd	18	18½	19	20	20⅜	20⅛
M. S. and N. I.	8⅛	9	9⅛	9⅞	9⅛	9⅜
New York Central	74⅛	75½	75⅝	76	75⅛	75⅜
New York and Erie	9⅜	10⅛	10⅛	10½	10⅛	10
N. York and Harlem	9	8⅝	9⅛	9⅜	10	9⅜
N. Y. and H. "pref."	34⅛	34½	34	35	35½	35
Panama	133½	133¾	134	134	134½	135
Phila. and Reading	42⅛	42⅜	42½	42⅝	42⅛	42
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96	97	97	----	----	96
Cumberland Coal Co.	15½	15½	----	15½	14	----
Pennsylvania Coal Co.	82½	----	85	----	----	84
Pacific Mail S. S. Co.	94	94½	95	95⅜	97⅜	97
Canton	20⅜	20	20	20	20½	20
Brooklyn Water W's.	100	101	----	----	101	100½

The following are the closing prices in the London Market on the 6th March:

United States 5 p. c. red. '74	91	to	92
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr.L'd red. '60.	87	to	89
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	78	to	80
Do. do. 1st mortgage (sinking fund), 1882	82	to	85
Do. $100 shares	32	to	37
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	35	to	37
Phila. and Reading B'ds, 6 p.c., 1860.	85⅛	to	90
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

New York and Erie Railroad.

The annexed official figures of the earnings of this road since it passed into the hands of the Receiver, show that during four months it earned nearly enough net to pay the interest on its bonded debt, which is a better result than was anticipated:

The earnings and expenses of the New York and Erie Railroad, under the Receivership, from August 16, to Dec. 31, 1859, four and a-half months, were as follows, viz:

Earnings from August 16th, to December 31st, 1859	$2,037,900 72
Expenses during the same time	1,359,415 20
Net earnings	$678,485 52
Int'st on mort. d't, 4½ mos.	$473,011 87
Do. on unsecured d., 4½ m.	190,076 24
Rent of other roads, 4½ m.	48,901 00
	711,989 11
Deficit to pay interest on whole debt	$33,503 59

The comparative statement for the same period, 4½ months of 1858 and 1859, is as follows:

	1858.	1859.
Earnings	$1,942,487 05	$2 037,900 72
Expenses	1,375,514 14	1,359,415 20
Net earnings	$566,972 91	$678,485 52
Interest on debt and rent of roads	706,173 00	711,989 11
Deficit	$139,200 09	$33,503 59

Receipts from all sources from Aug. 16 to Dec. 31, 1859		$2,424,453 46
Payment on liabilities incurred previous to Aug. 16	$1,109,413 19	
Payment on liabilities incurred since Aug. 16th	1,287,865 27	
		2,397,278 46
Balance on hand Dec. 31, 1859		$27,175 00

Georgetown Water Works.

The Washington *Evening Star* gives us an interesting account of these Works, now nearly complete, under the supervision of Capt. M. C. MEIGS, U. S. Engineers, an officer of deservedly high reputation, in the department of design and construction. The Washington Aqueduct supplies Georgetown, on its route to the Capital, assisted for the elevation of one hundred feet above tide by the water pressure engines, built by Mr. H. R. WORTHINGTON of New York, with his usual care and ingenuity, in pumping machinery. They are reported as working with but ten per cent. loss of power.

The length of distribution in use, is 8.78 miles, of which 42,313 feet is four-inch, and 2,941 feet six-inch pipe. Part of this pipe, we understand, is of wrought iron, lined with cement, an improvement which is destined to take an important rank. There are 79 fire-plugs and 105 public hydrants.

The total cost of the works is stated at $33,937; and this is to be paid in four annual instalments, taxed on the citizens, at the total levy of 60 cents per foot fronts. This system in four years gives the people of Georgetown *free water*, and is highly creditable to their enterprise, as this is the first modern city on record, endowed with a free supply.

Missouri Railroad Bill.

The bill granting additional aid to the railroads of this State, which has just been passed by the Legislature, appropriates $1,420,000 to the Pacific road—of which $280,000 is for the payment of the floating debt, and the remainder for the construction of the road, at the rate of $50,000 for every five miles built; $750,000 to the Southwest Branch, upon the dollar for dollar plan; $966,000 to the North Missouri road—$280,000 of which is to be applied south of the junction with the Hannibal and St. Joseph, and the balance at the rate of $12,000 per mile to the road north of the junction; and $1,000,000 to the Iron Mountain road, at the rate of $10,000 per mile.

The St. Louis *Evening News*, from which we have derived the above particulars, adds:

It will carry the main trunk of the Pacific road to the western border of the State; the Southwest Branch to Springfield, and perhaps to Newton county; the Iron Mountain to the southern boundary, whence the people of Memphis and Arkansas stand pledged to prolong it to a connection with the southern system; and the North Missouri to a point from which the people of Iowa are prepared to carry it northward into their State. It adds $4,136,000 to the railroad appropriation of the State; but, by the time the additional bonds have been expended, it will have added not less than $20,000,000 to the wealth of the State, and given us, completed, a system of roads, which, though costly, will be unsurpassed in comprehensiveness and beneficence.

FUNDAMENTAL IDEAS OF MECHANICS AND EXPERIMENTAL DATA by A. MORIN. —D. Appleton & Co. 8vo. pp. 450.

This is a translation from the admirable book entitled "Arthur Morin's Legons de mecanique pratique" and is a most valuable contribution to our English Mechanical Literature. The translator, Mr. JOSEPH BENNETT, Civil Engineer of Brooklyn, has accomplished a task which few are competent to perform. To a thorough understanding of the subjects treated must be added an intimate knowledge of the French language. No translations are so difficult, as those of technical works of this kind. With few exceptions the terms of measurements have been reduced to the English standards so as to make the matter more conveniently available, and the mechanic and engineer will find no work more complete in practical formulæ upon the branches treated. We entirely agree with the translator in his preface where he says: "The Mechanic and Engineer must look to practical formulæ for ready aid in producing harmonious combinations of strength and dimensions" * * * *

"It is a matter of regret that so little has been done in our country towards establishing them." * * * * "The recent calamity at Lawrence (Mass.) cries out in thunder tones against the merciless destruction of life, and most painfully shows that too much care and skill cannot be exacted of our constructors." * * * "It is to be hoped that our Government may yet take in hand a matter that cannot well be done at individual cost and thus institute a series of experiments, so that for the strains of wood and iron, for the properties of materials, and general experimental results, there may be found many an able native Barlow, Fairbairn or Morin to elicit valuable information and supply the great void existing in the testing of our own materials."

We are lamentably deficient in this respect, and if some one of our Congressional legislators would bring about the passage of a bill establishing a scientific Board for the purpose of experimenting upon our own various materials, and publishing the results in some convenient and available form, he would merit the gratitude of every engineer and mechanic in the country. No subject commends itself more to the attention of our Government than this, for nothing has a more intimate bearing upon our progress in all the great movements of the age in which we live.

Nashville and Northwestern Railroad.

In about a week the work of track-laying will be commenced on the Nashville and Northwestern (Nashville to Paducah) Railroad, and it is expected to have twelve miles completed and the cars running on the same by the first of July. The track-laying will be commenced at the depot of the Louisville and Nashville Railroad, so as to form an immediate connection with that road. A connection will also be eventually formed with the Nashville and Chattanooga Railroad.

A branch of this road is to go to Henderson, a short distance on the Ohio river below Evansville. It will furnish a southern outlet to the Evansville and Indianapolis road, which, we hope, will be completed at no very distant day.

Maryland Legislation.

The Legislature of this State adjourned on the 10th inst. Bills passed both houses, authorizing the city of Baltimore to endorse the bonds of the Northern Central Railroad Company to the amount of $500,000; and releasing the Susquehanna and Tide Water Canal Company for the payment of compound interest on the debt due the State; also a bill authorizing the city of Baltimore to guaranty the mortgage bonds of the Western Maryland Railroad Company to an amount not exceeding $250,000. The bill appropriating the balance of one million of dollars to the Eastern Shore Companies, alluded to in a former number, which was passed, proposes that the sum be paid from the surplus revenues of the State Treasury within the next four years.

Taxable Property in Pennsylvania.

The Board of Revenue Commissioners have fixed he aggregate valuation of taxable property in this State at $569,049,995. Of this amount, $563,577,795 is subject to a tax of 2.5 mills on the dollar; $5,290,336 to a tax of one per cent., and $181,864 to a tax of two per cent. The following is the valuation of the city of Philadelphia: Property subject to a tax of two and a half mills, $164,556,282; to a tax of one per cent., $2,780,793; to a tax of two per cent., $59,650. The aggregate increase of the valuation of taxable property in Philadelphia, since the assessment of the last Board, three years ago, is $4,417,072.

Lamothe's Iron Car.

Railroad companies desirous of making use of *iron* cars are referred to the advertisement in another column of E. W. Sargent, Esq., who is prepared to treat for the manufacture, or sale of the right to manufacture of cars built upon Lamothe's patent. We have previously described Lamothe's plan, and also a passenger car recently built upon it, now running upon the Boston and Worcester Railroad, and which has elicited high approbation from all parties who have examined it. It is a model of good workmanship, and tasteful design and finish. Iron cars can be built as cheaply as wooden, and there can be no doubt of their general adoption, particularly in the Southern States where the climate is destructive to wooden structures.

Pennsylvania Railroad Machine Shops.

The Harrisburg *Telegraph* says that the plans and specifications for the new machine shops of the Pennsylvania Railroad Company at that place have been prepared, and that their construction will shortly be commenced. One of the buildings will be three hundred feet in circumference, and calculated to hold eighty five locomotives. The shops, when completed, will give constant employment to about one thousand workmen.

Illinois Southern Railroad.

The County Court of Pulaski county (Ill.) have subscribed $50,000 in bonds to the Illinois Southern Railroad, to be expended in that county. This road will be of great advantage to Mound City and the country immediately adjacent.

☞ The last rail of the connection between the Balt. and Ohio and the Marietta and Cincinnati Railroads, was laid at Belpre, opposite Parkersburg, on the 14th inst. Nothing but a short and convenient ferry by steamboat now separates Baltimore from Cincinnati by this southern and short line of railroad.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending March 20, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	85	and int.
Covington and Lexington, 1st Mortgage	7s		"
" " " 2d "	7s	66	"
Ohio & Miss., E. D., Construction	7s	19	asked.
Cinc., Ham. and Dayton, 2d Mortgage	7s	84	and int.
" " " 1st "	7s		"
Indianap. & Cincinnati, do. do.	7s	75	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 68@69
Columbus and Xenia	83
Indianapolis & Cincinnati	38
Little Miami	83½

Railroad Earnings.

The February traffic return of the Baltimore and Ohio Railroad is as follows:

MAIN STEM.

From Passengers	$39,651 72	
" Mails	7,833 33	
" Express	4,831 85	
" Tonnage	220,718 69	
		$273,035 59

WASHINGTON BRANCH.

From Passengers	$28,890 97	
" Mails	1,000 00	
" Express	1,250 00	
" Tonnage	5,689 66	
		36,830 63

N. W. VIRGINIA BRANCH.

From Passengers	$2,285 59	
" Mails	866 67	
" Tonnage	19,445 30	
		22,877 55
Total earnings		$332,743 77

The following is a comparison of the revenue of the road for the months of February, 1859 and 1860:

	1859.	1860.
Main stem	$247,319 49	$273,035 59
Washington branch	34,427 94	36,830 63
N. W. Virginia branch	19,884 35	22,877 55
Totals	$303,631 78	$332,743 77
		303,631 78
Net increase, February, 1860		$29,111 99

The following statement shows the business of the Philadelphia and Reading Railroad Company, for the month of February, 1860, compared with the corresponding month of last year:—

	1860.	1859.
Received from coal	$102,795 91	$95,369 25
Do. merchandise	42,807 88	37,578 80
Do. travel, etc.	26,237 68	24,379 18
	$171,841 47	$155,327 23
Transportation, roadway, dumpage, renewal Fund, and all charges	113,302 25	96,258 19
Net profit for the m'th.	$58,539 22	$59,069 04
Do. for previous 2 mos.	162,490 58	157,313 01
Total net profit for 3 months	$221,029 80	$216,382 05

The earnings of the Watertown and Rome Railroad for February were as follows:

	1859.	1860.
Passengers	$8,814 95	$9,082 83
Freight	9,416 38	9,903 26
Other sources	1,115 07	1,575 40
Totals	$18,947 30	$20,561 49
Increase		$1,614 19

The earnings of the Scioto and Hocking Valley Railroad for February were $7,805 34
Expenses 4,084 89
Net earnings $3,220 45

Railroads and Canals of New Jersey.

Abstract of Returns for the year ending Dec. 31 1859.

Names of Companies.	Share Capital.	Funded Debts.	Other Liabilities.	Cost of Works.	Earnings, 1859.	Expenses, 1859.	Div. p. c.
Camden and Amboy R. R.	$1,500,000	$6,882,000	$5,709,637	$1,886,194	$1,031,907	12	
Delaware and Raritan Canal	2,258,400		3,928,394	492,198	157,086	12	
New Jersey R. R.	3,749,000	688,000	8,717,885	1,025,682	382,072	10	
Central R. R. of New Jersey	2,412,000	$500,218	5,712,381	971,702	385,716	10	
Morris and Essex R. R.	1,157,800	282,761	1,622,556	255,236	147,915	7	
Paterson and Hudson R. R.	630,000	840,000	268,435	53,400		8	
Paterson and Ramapo R. R.							
Belvidere Delaware R. R.	997,700	95,000	257	360,000	26,617		
Flemington R. R.	150,011	2,049,500	188,888	3,192,269	269,605	2,177	
Warren R. R.	1,024,600	92,600	78,887	284,584	13,405	142,364	
Freehold and Jamesburg Agr. R. R.	173,225	600,000	713	1,625,812	210,685	12,649	
Morris Canal	2,200,000			221,877	86,887	115,876	5¼
Burlington and Mount Holly R. R.	100,000	528,775		2,743,041	18,616		
Camden and Atlantic R. R.	657,351	20,000		120,000	312,703	146,137	
Millstone and New Brunswick R. R.	102,365	1,006,800	435,655	1,798,141	21,796	15,801	5½
Northern R. R.	154,157		8,749	111,114	152,155	85,702	
Sussex R. R.	180,146	188,700	25,000	365,344	8,248	4,631	
West Jersey R. R.	216,794	200,000	9,956	390,103			
			56,582	280,278	34,061	25,549	
					15,844	11,976	

Anthracite Coal Trade.

The Philadelphia *Mining Register* thus notices the several changes which have been made during the past year, with reference to the places of shipment of Lehigh coal, viz:

The actual abandonment of Trenton, whence the trestling from which the cars were unloaded into boats has been removed to South Amboy, and the virtual abandonment of Bristol, where the Lehigh Navigation Company have ceased to occupy the large wharf at the pool of the canal, heretofore rented by them. Coasting vessels would not penetrate to Trenton by canal from the New York waters, and coasting vessels will not ascend the Delaware above Philadelphia to take freight at Bristol, except at rates which more than cover the cost of freight and tonnage in canal boats from Bristol to Philadelphia. The trade, therefore, will be transferred from Trenton to South Amboy, and from Bristol to Philadelphia. The arrangements entered into by and between the two Schuylkill carriers give general satisfaction to all reasonable people interested, *in any way*, in the Schuylkill trade. And the understanding had with the New York companies, it is predicted, will produce results mutually advantageous to all parties en-

gaged in the production and transportation of anthracite coal.

Journal of Patent Law.

WHEN NECESSARY TO APPLY FOR A PATENT. PROTECTION GIVEN TO INVENTOR WHILE PERFECTING THE DETAILS OF HIS INVENTION.

The law gives to the inventor a prescriptive right to the use, manufacture and sale of his invention for fourteen years. This the law adjudges to be sufficient to adequately remunerate the inventor for his inventive talent, skill and industry. After the expiration of these fourteen years the Patent Laws contemplate the resignation of the patent by the inventor to the free competition of the public. They thus secure what is right and just to the inventor and at the end of the term demand what is equally right and just for the State.

Applying these principles, the law will not allow the Patentees to first part with their invention, or with the right to use their invention, afterwards secure a patent, and then by injunction restrain the parties to whom they previously gave the right to use it, from enjoying that right. It will, however, protect the inventor from any persons who fraudulently attempt to get possession of his invention before he has patented it, and while he is endeavoring to perfect the details of it.

The case of Winser *vs.* Kendall *et al.* recently decided in the United States Supreme Court, illustrates the above points. This was an action for the recovery of damages for an alleged infringement by the defendants of the plaintiff's machine for manufacturing harness. One of the defences of the defendants, was that given by the act of Congress, passed March 3, 1839, and which reads as follows: "Every person or corporation who has or shall have purchased or constructed any newly invented machine, manufacture or composition of matter, prior to the application of the inventor or discoverer for a patent, shall be held to possess the right to use and vend to others to be used, the specific machine, manufacture or composition of matter, so made or purchased, without liability therefore to the inventor, or any other person interested in such invention."

In the support of the above defence, evidence was introduced upon the trial, tending to show that the plaintiff constructed a machine in substantial conformity with his specification, as early as 1846, and that, in 1849, he had several such machines in operation, on which he made harness to supply all such orders as he could obtain: that he continued to use these machines until he obtained his Letters Patent: that he repeatedly declared to different persons that the machine was so complicated that he preferred not to take a patent, but to rely on the difficulty of imitating the machine, and the secrecy in which he kept it. The defendants also gave evidence tending to prove that the first of their machines was completed in the autumn of 1853, and the residue in the autumn of 1854, and that in the course of that Fall the plaintiff has knowledge that the defendants had built, or were building, one or more machines like his invention and did not interpose to prevent them.

The plaintiff gave evidence tending to prove that the first machine built by him was never completed so as to operate: that this second machine was only partially successful, and improvements were made upon it: that in 1849 he began four others and completed them in that year, and made harness upon them, which he sold when he could get orders; that they were subject to some practical difficulties, particularly as it respected the method of making the harness, and the liability of the bobbin to get out of the clutch; that he was employed in devising means to remedy these defects, and did remedy them; that he also endeavored to simplify the machine, by using only one ram shaft: that he constantly intended to take Letters Patent when he should have perfected the machine: that he applied to his attorney for this purpose in February, 1853, but the model and specification were not sent to Washington till November 1854; that he kept the machine from the view of the public, allowed none of the hands employed in the mill to introduce persons to view them, and that the hands pledged themselves not to divulge the intention; that among the hands employed was one Kendall Aldridge, who left the plaintiff's employment in the autumn of 1852, and entered into an arrangement with the defendants to copy the plaintiff's machine for them, and did so, and that it was by Aldridge and under his superintendence, and by means of the knowledge which he had gained while in the plaintiff's employment under a pledge of secrecy, that the defendant's machines were built and put in operation; and that one of the defendants had procured drawings of the plaintiff's machine and had taken out Letters Patent for it in England.

At the Circuit Court the case was decided in favor of the plaintiff; but the defendants (upon exceptions to the charge of the judge) appealed to the Supreme Court. The following is the opinion of the appellate court.

DANIEL, J.—The defence must depend exclusively upon the proper construction of the section of the law above cited, and the application of that section to the conduct of the parties as shown by the bill of exceptions. It is undeniably true that the limited and temporary monopoly granted to inventors was never designed for their exclusive profit or advantage; the benefit to the public or community at large was another and doubtless the primary object in granting and securing that monopoly. This was at once the equivalent given by the public for benefits bestowed by the genius and meditation and skill of individuals, and the incentive to further efforts for the same important objects. The true policy and ends of the patent laws enacted under this government are disclosed in that article of the constitution, the source of all these laws, viz: "to promote the progress of science and the useful arts;" contemplating and necessarily implying their extension and increasing adaptation to the use of society. By correct induction from these truths, the inventor who designedly, and with the view of applying it indefinitely and exclusively for his own profit, withholds his invention from the public, comes not within the policy or object of the constitution or acts of Congress. He does not promote, and if aided in his design, would impede the progress of science and the useful arts. And with a very bad grace could he appeal for favor or protection to that society which, if he had not injured, he certainly had neither benefitted, nor intended to benefit. Thence, if during such a concealment, an invention similar to or identical with his own should be made and patented, or brought into use without a patent, the latter could not be inhibited or restricted, upon proof of its identity with a machine previously invented, and withheld and concealed by the inventor from the public. The rights and interest, whether of the public or of individuals, can never be made to yield to schemes of selfishness or cupidity: moreover, that which is once given to, or is invested in the public, cannot be recalled or taken from them.

But the relation borne to the public by inventors, and the obligations they are bound to fulfill in order to secure protection from the former, and the right to remuneration, by no means forbid a delay requisite for completing an invention or for a test of its value or success by a series of sufficient and practical experiments; nor do they forbid a discreet and reasonable forbearance to proclaim the theory or operation of a discovery during its progress to completion, and preceding an application for protection in that discovery. The former may be highly advantageous as tending to the perfecting the invention: the latter may be indispensable, in order to prevent a piracy of the right of the true inventor. It is the unquestionable right of every inventor to confer gratuitously the benefits of his ingenuity upon the public, and this he may do either by express declaration or by conduct equally significant with language—such, for instance as an acquiescence, with full knowledge in the use of his invention by others, or he may forfeit his right as an inventor, by wilful or negligent postponement of his claims, or by an attempt to withhold the benefit of his improvement from the public until a similar or the same improvement should have been made and introduced by others. Whilst the remuneration of genius and useful ingenuity is a duty incumbent upon the public, the rights and welfare of the community must be fairly dealt with and effectually guarded. Considerations of individual emolument can never be permitted to operate to the injury of these. But whilst inventors are bound to diligence and fairness in their dealings with the public, with reference to their discoveries, on the other hand, they are, by obligations equally strong, entitled to protection against frauds or wrongs practised to pirate from them the results of thought and labor, in which nearly a life time may have been exhausted—the fruits of more than the *virginei annorum lucubrationes*, which fruits the public are ultimately to gather. The shield of this protection has been constantly interposed between the inventor and the fraudulent spoliator by the courts in England; and most originally and effectually has this been done by this court in the cases of Pennock & Sellers *vs.* Dialogue, and Shaw *vs.* Cooper. The real interests of an inventor with respect to an assertion, or surrender of his rights, under the constitution and laws of the United States, whether it be sought in his declarations or acts, or in forbearance or neglect to speak or act, is an inquiry or conclusion of fact, and peculiarly within the province of the jury, guided by legal evidence submitted to them at the trial. The instructions from the judge at the Circuit Court in this case we consider to be in strict uniformity with the principles hereinbefore propounded, and with the doctrines of this court, as declared in the cases of Pennock &

Sellers *vs.* Dinlogue, and Shaw *vs.* Cooper. The decision of the Circuit Court is affirmed, therefore, with costs.

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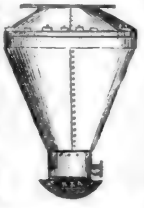
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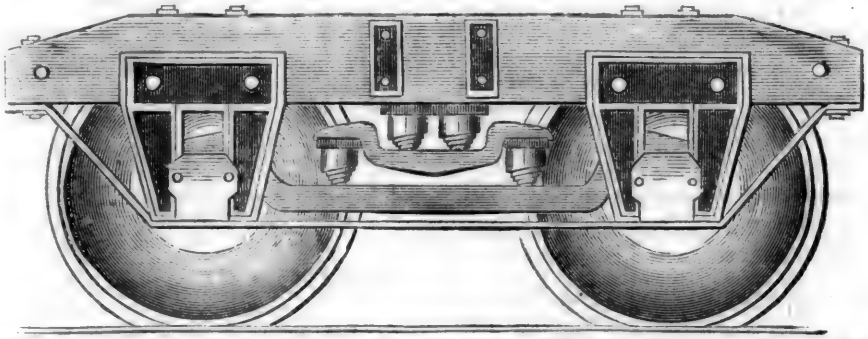
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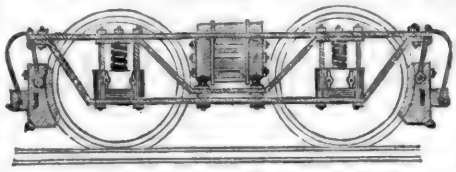
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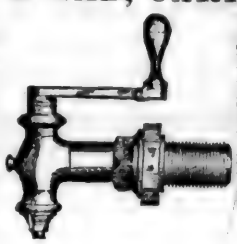
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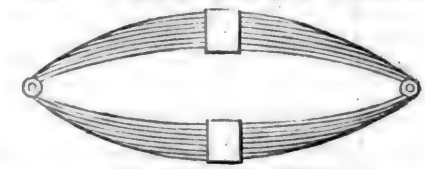
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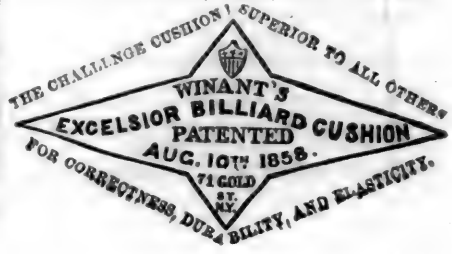
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Victoria Bridge 261
Mobile and Ohio Railroad 263
Sacramento Valley Railroad 264
When an Agreement to insure is Binding 265
Michigan Southern Railroad 272
Maine Railroad Reports 272
Railroad Business of Chicago, 1859 273
Cincinnati and Indianapolis Railroad 274
Railroads in Maine 275
Petersburg Railroad 276

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 31, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 244.)

The superstructure itself aids the stability of the piers by acting as *struts* between the piers acted upon, and the others. It may be said that this would not be the case in a tubular bridge as the ends rest upon *friction rollers* to allow the tube to contract and expand under changes of temperature, and hence no great service of this kind could be rendered by them.

This would be another item of comparison in considering the relative advantages of a wooden superstructure, which could have fixed seats at the top of the piers, thus assisting them in resisting lateral pressures of this kind.

The effect of these movements has been overrated and the aggregate force, generated out of them, has erroneously been considered as effective.

Mr. Liddell, in support of the proposition that *the force of the ice is greater in appearance than reality*, quotes Mr. W. Tierney Clarke's description of the ice movements in the Danube, at Pesth, during the erection of the Pesth Bridge—as follows:

"The ice continued firm until the 17th of Jan'y, when about 3 P. M. it began to move in one unbroken sheet, from the Dolphin, where it had parted, to the Buda shore. A few minutes afterwards it began to move from side to side with great violence. A stage on which were three pile engines for driving the piles in the upper part of the dam, was carried away by the enormous force of the ice, which came crushing on till it touched the outer row of the piles of the dam, when after a squeeze which threatened to smash every timber, *the ice broke up into pieces which kept rising up as if forced on by the pressure behind, and formed an embankment against the side of the dam.* This lasted about ten minutes, and the first squeeze was the worst the dam had to contend with, and not the *slightest damage*, if we except that to the small stage above mentioned, was sustained."

"After the ice had got fairly in motion and attained the velocity of the current, the noise and uproar of the immense masses cracking and crushing against one another, and against the Dolphin and the dam, was tremendous and altogether formed a scene it would be difficult to describe. Sometimes a stoppage would take place owing to the *accumulation* of ice between the Dolphin and the dam, which kept that above back until a mass of ice more resembling an island than anything else it can be compared to, would force the whole mass before it, breaking up the large blocks accumulated at the dam into a thousand pieces."

"Considerable excitement prevailed at Buda Pesth, and even at Vienna, owing to the different opinions as to whether the Dolphin was sufficiently powerful to resist the pressure it was subjected to, and heavy bets were laid on the issue. The result, however, was most satisfactory, for with the *exception of the fender piles* which were somewhat worn and damaged by the ice, *not the slightest harm was done either to the Dolphin or the dam.*"

Mr. Liddell says in relation to the phenomena of the packing and shoving of ice as they affect the form and dimensions of the piers. "When the ice packs it is in consequence of meeting with some obstruction. Single pieces of no great size strike against the obstruction with a certain momentum in consequence of which the pieces slide over or under each other and get packed. But at the season of packing this ice is *brittle and friable* being new formed and mixed with snow, and its momentum is *chiefly consumed by crushing in the act of packing*, so that the momentum of large masses of this ice will be of *infinitely less* power against the piers of a bridge than what might arise from the direct shove or pressure of a field of hard ice. But to counteract the greatest weight of ice and dammed water that can possibly press at once upon the bridge in the site in question, *I am convinced, requires only a moderate sized pier of good masonry.*

To facilitate the disruption of ice *fields* coming against the piers, the latter must of course be provided with substantial ice breakers against which the floating ice may be broken up. Thus the piers will be protected from its direct action and *packing* at the bridge be *prevented.*"

In the feeling of awe and almost terror with which we are impressed upon witnessing the steady and majestic march of these masses, and in the estimate we form of their irresistible power, we forget that the inherent properties of the material of which they are composed, forbid the exertion of this power except in their own destruction. Measure their weight by millions of tons, and their velocity by miles per hour, and from these elements obtain their aggregate momentun, and in our wonder at the magnitude of the product, we lose sight of the fact that instead of this vast force being able to overwhelm and destroy everything in its path, it simply serves to crush the materials out of which such an amount of power was created. It requires the hard dry ordeal of facts and figures to get at the actual effects and the "poetry of engineering" will only lead us astray.

The conclusions to which such figures lead me is that a far larger margin of safety was provided for in these piers than even the most cautious engineering would call for; that if they had been constructed with a top of 12 feet in width, (amply sufficient for the bearings of the bridge,) they would have had enough strength to resist every possible force that can be brought against them. The saving consequent upon such a reduction would be 8,000 yards, which at £6 per yard would amount to £48,000.

I conclude then that without interfering with

the construction of embankments or tubes or the general arrangements of spans and assuming all these to be what they should be and that the price paid for the work done, was fair, the following amounts were expended uselessly in avoiding dangers and difficulties only existing in the imagination of engineers:

In the abutments	£100,500
In the piers	120,000
	£220,500

—or $1,102,500.

These are simply *parings*, and do not, by any means, go to the root of the matter. But in these calculations I have confined myself to the first proposition, viz: that conceding the necessity for the excessive cost of foundations and that the general design of the bridge is precisely what is required under the circumstances, a great saving might have been made in the masonry. Parings to the extent of over 43 per cent. in an expenditure of $2,550,000, however, make up a very respectable sum and in this case, the amount is equal to nearly ¾ of the entire cost of the whole structure as designed by Mr. Keefer, or more than ½ the cost of a sufficient structure as estimated by Mr. Liddell.

The next question, then, is whether there was any actual necessity for such an expenditure as £440,000 for the foundations of the piers.

Mr. Keefer's plan for foundations has been before described as consisting of *shoes* or *cribs* of timber work filled with stone, covering a large surface on the bottom having an inclined surface at their upper ends. Out of the centre of these shoes was to spring the piers of square masonry. As Mr. Keefer's long residence in the country, and his great experience, according to Mr. Stephenson, "entitles his opinion as to the proper character of *such works* to *confidence*" we may place equal confidence upon his estimate of their cost.

This may be divided as follows:—

Cribwork shoes	£75,000
Piers	90,000
Abutments	15,000
Approaches	25,000
Superstructure	115,000
Total	£320,000

Now the cost of similar items in Mr. Stephenson's estimate is as follows:

Foundations	£440,000
Piers	360,000
Abutments	150,000
Approaches	50,000
Superstructure	400,000
	£1,400,000

The top of the shoes designed by Mr. Keefer was at 30 feet above summer level. Up to this level, then it would be fair to compare the cost of the two plans; but first it will be necessary to deduct the cost of the *abutment* cribs from the total, as these are included in the above estimate. The total number of cribs being 24, an average would be £3,125 each, calling the abutment cribs £2,500 each, the cost of the remaining cribs would be £70,000. The masonry above the 30 feet level on Mr. Keefer's piers would amount to about £21,000, at a proportional cost, leaving the cost of the remaining masonry, and the cribs £144,000. The amount of masonry in the piers of Mr. Stephenson's plan above the 30 feet level is about the same, amounting to £54,000, leaving the cost of the remaining masonry in the piers, and the foundations £746,000. Up to the 30 feet level then the actual difference of cost is £602,000. To obtain the same amount of water-way by Mr. Keefer's plan, with similar openings, would, however, require the side spans to be 300 feet each, with a centre span of 400 feet, increasing the total length of superstructure from 6,600 to 7,950. The increase of cost due to Mr. Keefer's arrangement of spans if tubes be taken as a criterion at a fair rate per foot would be $167,000, so that the saving would then have been £435,000. But this increased length of bridge would again have reduced the length of embankments from 2,000 feet to 650, and as this reduction would have been in the highest portions, it is fair to assume it at four-fifths the whole cost—amounting, according to Mr. Stephenson's estimate to about £40,000. This, then, would increase the saving to £475,000. It is quite evident however that the cheaper the description of superstructure upon which this estimate is based, the less would be the increase of cost, due to the longer bridge and the longer spans, and it would be just as fair to take Mr. Keefer's estimate for his wooden superstructure, and estimate the difference between the cost of 6,600 feet in length in spans of 242 feet each, and the cost of 7,950 feet in length in spans of 300 feet each. Making the comparison in this way then, based upon a wooden superstructure and the difference in favor of the short span, would be only about $25,000. The actual difference then between the cost of Mr. Keefer's foundations and Mr. Stephenson's would be £577,000. But Mr. Keefer says that the width of his cribs is to protect "the foot of the arches which are the lowest and most exposed portions." For tubes therefore or any other plan of superstructure, whether wood or iron, which did not involve the necessity for these exposed arches so great a width of cribs would not be required their cost would be decreased, and so great an increase in the length of spans would not be necessary. I submit therefore that in the comparison I have made, I have given every advantage to Mr. Stephenson's piers.

It is a simple question as to the adaptability of wooden cribs to such localities, viz: their resistance to the crushing force of the ice, and their annual depreciation and decay. Of the capacity of of timber work of this kind to resist such action, Mr. Keefer had an example before him in the Bon Secour's market, in reference to which he says, that "though probably there is no point where the ice strikes with greater force than against this wharf, yet this cribwork has resisted the shock and forced into the air a broken heap of fragments." The stability of the wharves at Montreal, the wharf of the Champlain Co. at St. Lambert, the wharves at Longueiul, and the more recent one built by the Grand Trunk Railway Co. at Point St. Charles, projecting out immediately below the first three openings of the Victoria Bridge, where Mr. Ross says "the current surcharged with ice attains such irresistible velocity," and the instances cited where such structures, even coffer dams, have resisted the most violent movements are sufficient to warrant the belief that not the slightest fear need have been entertained in adopting such expedients. I will give one more instance in point which I think will convince any unprejudiced mind that when all the conclusions of Mr. Keefer's experience were thrown aside, a decision was made costing those who furnished the funds for the Victoria bridge at least a half million pounds in the piers alone.

In the year 1846 the peculiar character of the winter in New England, was such as to produce, in some of the larger rivers, ice phenomena fully as remarkable as any ever known in the St. Lawrence.

I refer to the memorable *ice* freshet on the Penobscot, the largest river in New England, which completely submerged the business portion of the city of Bangor, carrying off all the bridges in that city over that river and its tributaries, by lifting them directly from their seats.

In December of the previous year, the river was swollen to a great height by a violent storm, which, as is usual in that climate, cleared off with the weather intensely cold from the northwest. In a day or two the *anchor* ice began to run very freely. As soon as it reached the tide-water at Bangor, where the current is checked, this part of the river was frozen over, forming a dam or rampart to the ice above. This dam rapidly extended itself up the river, throwing the water back, raising it frequently 30 or 40 feet. The free flow of the water being thus checked, the pools formed were converted into solid masses of ice extending nearly to the sources of the river. The winter was of great severity, no thaw occurring till the 13th of March. A succession of thaws and rains then set in, raising the river to such a degree as to lift the immense masses of ice formed in the manner described, which came down in a perfect avalanche. I may here remark that the river from Bangor to Milford, 13 miles, presents a succession of rapids and pools, similar to those described in the St. Lawrence. The floating mass, on reaching the still water ice at Bangor, which was of great thickness and strength, was instantly arrested, and packing together formed a dam or mass at least 50 feet high from the bed of the river, extending several miles, and entirely flowing out the first rapids above Bangor. The bridge over the Penobscot at Bangor is just at the foot of the lower rapid, and the current at ebb tide strikes against the piers with great force. The bank for some miles above are precipitous, and allow no escape of the water. The whole fall is about 100 feet. When the obstruction below gave way, which it did instantaneously, the whole mass moved down with great swiftness, owing to the immense head accumulated above. The bridge which had been lifted from its seat, passed down for some distance unbroken. It was the general expectation that the piers, which were crib work up to low water mark, surmounted by ashler masonry, laid without cement, and filled in with rubble, would have been swept away by what appeared to be a resistless mass of ice, reaching many feet above them; but, to the surprise of all, they were found to be entirely uninjured, only a few stones having been pulled off the down stream portions of their tops. They had not the slightest support from each other, while the masses of ice brought against them, were many of them at least 15 feet in thickness and of the firmest texture. These immense masses were formed in the pools, produced by the damming of the ice when the river froze up, and which, as the water gradually receded, were converted into solid ice. Phenomena on a scale so

striking does not occur in the St. Lawrence, as that river is unaffected by rain, and the constant succession of lakes in its course, serve as reservoirs to hold the water thrown back by ice dams, till the current has cut a channel through them, which it will do in a short time. The piers of the Penobscot bridge were about 45 feet high, 20 feet long at their tops, and 10 feet thick. Their up river ends having an inclination of about 45°, and capped, or sheathed, with thick plank. The old piers were repaired, and the new superstructure placed upon them. I refer to this case to show that the *crib-work* foundation; with masonry superimposed, is adequate to the severest test to which it can be subjected by ice freshets, and to prove that the "*ordinary expedients of American engineers*" to provide against them, are simple deductions from experience, which are entitled to outweigh any *theories* upon the subject, no matter the degree of r putation by which they may be backed.

Upon the question of annual depreciation and decay of timber structures, such as were designed, a few words will suffice. In the first place, these cribs, below summer water, may be considered imperishable. The piers were designed to start from a point *below* this level; hence any decay of the portion *above* summer level could occur without interfering at all with the permanency of the piers, and could readily be renewed. It is simply the portion between summer level and high water which is necessary to take into consideration.

As an average, about two-thirds the cubic contents of these cribs would be above water. (The total cost being £75,000.) £50,000 is the amount subject to depreciation. As at least half of the cost would consist of the stone filling, there would be but £25,000 of perishable material, and ten per cent. depreciation on this, would be a very large annual per centage. This would amount to but £2,500 per annum on the whole number of piers.

(To be continued.)

Mobile and Ohio Railroad.

The annual meeting of the stockholders in this road was held in Mobile on the 20th ult. at which the following gentlemen were elected directors for the ensuing year, viz: Milton Brown, Wm. Jones, Jr., Jonathan Emanuel, D. W. Goodman, J. C. Rupert, C. P. Gage, M. H. Bloodgood, Robert A. Baker, C. K. Foote, C. W. Williams, James Whitfield, L. M. Cunningham, and John J. McRae. The report of the directors for the fiscal year ending December 31, 1859, was presented. From this we learn that during the past year the track has been laid on the Columbus, (Miss.) Branch 18½ miles to the western bank of the river; on the main trunk line, from West Point north to Okalona, 29 miles; and from Jackson, (Tenn.) southward, 2 miles—making an increase of completed track, in running order, of 44½ miles; and 14 miles of small iron, laid in main track, has been replaced with heavy rails. The whole length of finished road at the close of 1859, was 363½ miles. The piers and abutments of the bridge over the Bixby river were completed, and the superstructure ready for raising. Contracts had been made with responsible and reliable parties for the completion of the road from Okalona north to the Tennessee State Line, and for 37½ miles southward from Jackson, Tenn. Proposals were also under consideration, for the remaining 15½ miles in Tennessee, to be finished simultaneously with the work in Mississippi. By these contracts, the entire road is to be completed and cars running from Mobile to Columbus, Ky., by the close of the present year. In anticipation of this event, and the large increase of business it will produce, contracts have been made for 30 additional locomotives, and the trucks and iron works for 350 additional freight cars, to be delivered in season for the transportation of the next crop.

The earnings of the north division of the road, extending from Jackson, Tenn., to Columbus, Ky., 87 miles, have been:

From Passengers		$74,438 93
" Freights		56,766 39
" Mails, express, etc.		15,417 20
Total earnings north division		$146,622 52
And the expenses:		
For repairs of roadway	$24,323 29	
" machinery	4,855 09	
Conducting transportation,	38,067 81	
		67,246 19
Leaving a net revenue of		$79,376 33
Paid interest on debt of above division		54,240 00
Balance		$25,136 33

The mileage of passenger trains on this division was 87,794; freight trains, 28,440; construction trains, 14,762—total 142,011. The earnings per mile of road were $1,689 90; and the expenses $773 61—net earnings $916 29. The earnings per mile run by trains $1.03; the expenses, 48 cts.; net earnings, 55 cts. Miles run to the cord of wood, 41½; to one gallon of oil, 239½. There were transported upon this division 8,269 bales of cotton, and 2,823 hogsheads of tobacco.

The earnings of the south division, from Mobile to Okalona, and including the Columbus Branch, have been:

From passengers		$221,438 90
" freight		722,885 95
" mails and express		29,641 14
Total earnings south division		$973,995 99
And the expenses:		
Repairs of roadway	$133,176 23	
" machinery	69,406 21	
Conducting transportation	199,149 52	
		401,731 96
Leaving a net revenue of		$572,234 03
of which there has been paid for interest		300,217 62
Leaving a balance of		$272,016 41

The mileage of passenger trains on this division was 174,070; freight trains, 212,879; construction trains, 50,583—total 443,532: being an increase over the previous year of 111,482 miles. The earnings per mile of road were $4,041 34; and the expenses, $1,666 94—net earnings, $2,374 40. The earnings per mile run by trains, $2 19; expenses, 91 cts.—net earnings $1 28. Miles run to the cord of wood, 35; to one gallon of oil, 116. There were transported upon this division 179,764 bales of cotton, of which 27,119 bales were of the crop of 1859. Compared with the previous year, there was a decrease of 14,403 bales to the 1st of September, and an increase of 41,579 during the remainder of the year. The earnings from the transportation of cotton was $412,295 20—equal to 42½ per cent. of the whole earnings. The average distance transported was 192½ miles—which is equivalent to 34,575,895 bales transported one mile.

The total earnings of both divisions for the year were $1,120,588 51
And the expenses were 468,978 15

Leaving net earnings $651,610 36
Less paid for interest 354,457 62

Balance $297,152 74

—applicable to construction and equipment.

The net earnings of the Southern division, is 10 per cent. on its entire cost. And taking both divisions together, and estimating their entire cost, the net income is 9 per cent. on the whole amount.

The funded debt of the company is stated at $4,365,800. The floating debt at $873,749 11; but this includes $273,100 27 created in the purchase of rails and fastenings, which is to be provided for by the fund set apart for the completion of the road. This leaves of floating debt $600,648 84; for the settlement of which the directors have authorized the issue of 8 per cent. income bonds at 10 years' time, secured by a mortgage on the road, and its surplus earnings. By this means they hope soon to have the floating debt adjusted. The debt owing the State of Alabama has been so arranged, that instead of being paid by instalments, the entire amount falls due on the 1st of December, 1862—interest to be paid annually. Contracts made for the purchase of rails, etc., have been met promptly, and in some instances anticipated. Other liabilities have also been liquidated, and bonds which have been hypothecated returned. At the commencement of the year the company had on hand 1,713 of their sterling mortgage bonds, applicable to the completion of the road; since then they have received back from various sources 318—making 2,031 bonds; of which 874 have been disposed of, leaving 1,157 (representing $1,157,000), still on hand. During the year the company have received from the Governor of Tennessee $100,000 of State bonds, all of which, excepting $9,000 paid on contracts in Tennessee, are unsold, waiting for an advance in price. The company are entitled to a further issue of $415,000 Tennessee bonds as soon as the local work is completed.

It is proposed to put the lands of the company in market, allowing the purchasers to pay for them in sterling bonds at par. The president says:

We have over eleven hundred thousand acres of land yet to be sold. Our sales, up to the close of 1858, averaged *five dollars* per acre. During the past year, (1859,) they have averaged *six dollars and thirty five cents per acre.*

From this it will be seen that the proceeds of these lands, like the earnings of the road, will probably exceed the original estimates of their value. The policy here suggested of selling them, and receiving bonds in payment, will work an equal benefit to the company and the bondholders. It will increase the sales—will absorb our funded debt to the extent of these sales—and will reduce our interest account; while the bondholders will enjoy the benefit of the enhanced value of their bonds, incident to this new demand and its consequent reduction of the amount in circulation.

The "Paducah Branch" of our road is in healthy condition and pressing forward to an early completion. When finished, it will be sixty-five miles in length, running from the city of Paducah, in Kentucky, to an intersection with our main trunk line in Obion county, Tennessee. Thirty-two miles from Paducah, south, are completed, and the able and efficient President, Judge Campbell, informs us that the track will soon be laid to

the Tennessee line. This renders it important that this company should take immediate steps to put the thirteen miles, lying in Tennessee, in operation. The importance of this road, as a part of our great enterprise, can hardly be over-estimated.

The following is a statement of the Receipts and Expenditures from the organization of the company to 31st December, 1859.

RECEIPTS.

Capital Stock—		
Mobile instalments		$308,637
Mississippi "		1,219,566
Tennessee "		632,080
Kentucky "		111,257
City tax, 1850, '56		1,094,176
State of Mississippi subscription		100,000
Sundry subscriptions		16,075
		$3,481,791
Bonds and State Loans—		
City tax bonds	$400,000	
Tennessee tax bonds	674,861	
Alabama State Loan	389,410	
1st Income bonds, due 1861	771,715	
1st " " 1862	343,723	
2d " " 1865	375,132	
3d " " 1867	31,100	
Sterling bonds " 1883	1,493,985	
4th Income b'ds. " 1869	31,600	
Mississippi State loan	206,971	
		4,717,497
Lands sold		174,902
Transportation		3,196,715
Mill machinery		14,531
Suspense account		3,469
Bills payable	$622,951	
Requisitions	106,049	
Individual balances	9,017	
Local balances	120,450	
		858,467
Total		$12,447,373

EXPENDITURES.

Construction	$7,145,271
Engineer's department	378,487
Real estate	51,943
General expenses	277,766
Machinery	862,129
Mills for sawing	13,302
Right of way	17,174
Donated lands	15,803
Interest on bonds, loans, &c.	1,368,246
Paducah Branch, superstructure	114,894
Transportation	1,516,973
City tax bonds paid off	400,000
Alabama State loan	100,000
Materials for Whistler	16,835
Suspense account	3,093
City tax scrip	658
Bills receivable	39,821
Bills receivable (on hand)	1,247,373
Total	$12,447,373

The office of the company is at Mobile, Ala. The officers are:

President, MILTON BROWN.
Chief Eng. and *Supt.*, L. J. FLEMING.
Treasurer, A. F. IRWIN.

Bonded Debt of St. Louis.

The bonded debt of the city of St. Louis on the 9th May, 1859, as reported by the Comptroller, amounted to $5,321,296. Since that date to 1st March 1860, bonds to the amount of $141,896 have been retired at maturity, and of $171,000 have been bought up and canceled, making the total amount retired $312,896. In the same period there have been sold 46 bonds of $1,000 each, and 11 bonds of $500 each, amounting together to $51,000. Deducting the difference between the amounts retired and sold, the debt on the 1st March, 1860, was $5,059,900, being a diminution $261,396. The following statement classifies the several objects for which the debt has been incurred:

Classes of Debt.	Paid.	Added.	Total 1st Mar. '60.
Past indebtedness	$8,000	$....	$711,500
Railroad	113,000	....	1,677,000
General municipal	....	5,500	525,900
Water works	56,896	30,000	492,000
Real estate purchas's.	....	....	437,000
Public sewers	1,000	....	425,000
Old limits improved.	16,000	16,000	259,000
Harbor	10,000	....	249,000
Wharf	1,000	....	166,000
District sewers	107,000	....	117,500
	$312,896	$51,000	$5,059,900

From this debt the Fund Commissioner will retire about $300,000 addition before the close of the fiscal year, 9th May, 1860.

Indebtedness of Milwaukee.

The following is the present indebtedness of this city:

TO RAILROADS.	
Green Bay, Milwaukee and Chicago	$200,000
Milwaukee and Beloit	100,000
La Crosse and Milwaukee	200,000
Milwaukee and Watertown	200,000
Milwaukee and Fond du Lac	114,000
Milwaukee and Horicon	166,000
Milwaukee and Mississippi	534,000
Milwaukee and Superior	100,000
	$1,614,000
FOR MUNICIPAL PURPOSES:	
Funded debt bonds	$20,500
School house bonds	3,000
Fire loan bonds	11,850
Harbor bonds	104,000
Dredging bonds	13,000
Bridge bonds	30,000
Sinking fund	402,000
Redemption (for retiring past due bonds)	73,000
	727,350
Total	$2,341,350

—to which may be added the interest due on railroad bonds, $129,966: making an aggregate of $2,471,316 of bonded debt.

Sacramento Valley Railroad.

The annual meeting of the stockholders of this company was held at Sacramento, Cal., on the 14th ult. The following report of the Trustee was presented:

To GEO. F. BRAGG, Esq.,
President of the S. V. R. R. Co.

SIR—The annual meeting of the stockholders, being now held in the early part of the year, enables me to give you the full report of the Superintendent, to the last day of December, by which you will observe the gross earnings of the road, for the fifteen months, commencing 1st October, 1858; ending the 31st December, 1859.

Passenger traffic		$150,098 05
Merchandise do.		116,809 98
Mail		2,512 50
Rents		873 00
		$270,293 53
Current expenses	$110,849 53	
Contingent do.	15,656 51	
		126,506 04
		$143,787 49
Construction account for New Freight Depot, levee track, depot grounds, material on ship board, etc., etc.		24,516 91
Net earnings, over all expenditures, for 15 months		$119,270 58

The suit against the Company, for the alleged destruction of a field of grain, was decided against them, by the Supreme Court, and judgment in favor of claimant was paid, which, with some other damages, has swelled the contingent expense account.

The Construction account is probably larger than for some years to come, having extended the buildings at Folsom, paid for the depot grounds at Sacramento, at the foot of R street, and the land on which the track is located, from the levee to the main track. The latter has given great facilities to our business.

The cash account of the trust, from its commencement, to the 31st day of December, 1859, is as follows, viz:

Total amount of surplus earnings received from 21st May, 1858, to 31st December, 1859		$152,565 99
From which I have made the following payments, viz:		
Coupons Nos. 7, 8 and 9, 1st Mortgage Bonds, payable in New York, with exchange	$61,800 00	
Coupons 1, 2 and 3; 2d Mortgage Bonds payable in San Francisco	43,900 00	
	$105,700 00	
And have redeemed 39 2d Mortgage B'ds of $1,000 each for	33,116 81	
1859. December 31, balance on hand, in cash	$12,858.30	
Drafts uncollected	1,390.88	
	13,749 18	
		$152,565 99

—which with the accrued surplus earnings, has been applied to payment of coupons No. 4 of 2d Mortgage Bonds, $16,450 due 1st February, 1860.

Excepting a suit before the Supreme Court (for the destruction of a horse), the trust has no debt.

The Central Railroad Company have finished the grading to Lincoln, and the rails are now being laid out of Folsom. Every assurance is given, the whole 18½ miles will soon be opened to traffic.

The present position of the company is—

Capital stock of the company		$800,000
Less amount not issued		14,950
Capital stock		$785,950
First mortgage 10 per cent. bonds payable in 1875		400,000
Second mortgage redemption 10 per cent. bonds	$368,000	
Less redeemed	39,000	
		329,000
		$1,514,950
Showing a reduction since my last report, of capital stock	$5,150	
Second mortgage bonds	27,000	
		32,150

By the comparative statement of the business of the road for the past four years (as per table annexed), you will be gratified to observe the steady increase of the traffic, which belongs exclusively to our line of road, and which must be much increased by the several connections now proposed to be built.

This road—the pioneer road of California—has received no aid either from the Federal, State, County or City Governments; has been built entirely by individual enterprise and capital; and you have satisfactorily demonstrated what might be done, if the railroad system was fostered by the State and counties.

Since the commencement of this road, more than $1,400,000 have been disbursed for labor alone, in this county, adding so much to the circulating capital of the county. Besides this, the road has opened an entirely new business, giving employment to a large number of persons, and which could never have been undertaken without it.

Hoping each succeeding Report may be as favorable as the present, I have the honor to be, very respectfully, your most obedient servant.

J. Mora Moss, Trustee.

Sacramento, 14th February, 1860.

EXHIBIT OF THE RECEIPTS AND EXPENDITURES FOR THE FOLLOWING YEAR.

Years.	Earnings. Car.	Stage.	Freight.	Total Earnings.	Current Expenses.	Earnings over Current Expenses.	Construction Expenses.	Net.
1856	$93,951 11	$39,158 86	$40,234 14	$173,343 61	$92,336 23	$81,097 88	$23,164 15	$59,933 33
1857	77,943 27	48,443 04	56,800 54	178,186 85	87,173 35	91,013 50	16,553 05	74,460 45
1858	73,702 53	51,952 31	64,071 38	190,486 34	85,328 03	105,138 31	15,517 28	89,591 03
1859	76,739 20	42,149 91	94,521 89	216,616 60	102,346 76	114,269 84	21,322 25	92,947 59
Total	$321,336 11	$177,703 62	$255,637 95	$758,583 40	$367,184 37	$391,489 03	$76,556 73	$314,932 40
Rent, $1,403 12. Mail, 2,512 50.	Rent, $693. Mail, $2,512 50		Rent, $710 12					

Journal of Insurance Law.

When an Agreement to Insure is Binding.

A rather interesting case has recently been decided in the Supreme Court of the State of New York, involving the rights and obligations of parties to the contract of Insurance. The facts out of which the controversy arose were peculiar. The plaintiff resided at Hale's Eddy, a town situated on the New York and Erie Railroad in the State of New York. The defendant's chief place of business was at Athens, in the State of Pennsylvania; and the defendant's agent resided at Hancock, N. Y. The agent of the company called at the house of the plaintiff on the 28th of March, 1857, and proposed to insure his house and furniture in the defendant's company. The proposition was accepted, a written application was made and signed by the plaintiff, and a receipt given, acknowledging the payment of the premium. The premium however was not actually paid at the time, but it was agreed that the plaintiff might send it to the agent at his convenience. The plaintiff was told that his contract of insurance was complete from the date of the receipt, and that his policy would soon be ready. The receipt was dated on the 28th March, 1857; the house was burned on the 7th of April following, and the furniture wholly or partially destroyed. The premium was sent to the agent immediately after the fire, and he accepted the money, not knowing of the fire. The company made out and sent a policy to the agent, but having heard of the destruction of the house, directed the agent not to deliver it to the plaintiff, but to refund the premium. The agent declined to deliver the policy, and tendered the premium to the plaintiff, which the plaintiff declined to receive.

The case we refer to is Whitaker *vs.* The Farmers' Union Insurance Co. Upon the facts we have narrated, the plaintiff brought his action to enforce the specific performance of the contract of insurance. The cause was tried in April, 1858, before Justice Campbell, who found the above facts; and also that the plaintiff had no knowledge of the specific powers, given to the agent by the defendant; that there was no fraud or concealment on the part of the plaintiff, and that he was entitled to a policy on his house and furniture, to take effect from the said 28th of March, at noon. The Judge also found as a matter of law, based on the above facts, that the plaintiff was entitled to a specific performance of the agreement to insure his property, as claimed in the complaint, and to recover the damages sustained by him.

From this decision of the Justice at Special Term, the defendant appealed to the General Term where the case was fully argued. The opinion of the General Term was as follows:

Balcom, J.—The plaintiff's application for insurance was dated the 28th day of March, 1857, and the agreement to insure was made on that day; but the $36 50 premium agreed to be paid for the policy, was not then paid, although the receipt taken by the plaintiff of the defendant's agent states that it was then paid. The receipt states that the policy was to take effect on the day above mentioned, at noon. The property that the defendant agreed to insure was a house and the furniture in it. The same burned in the night of the 7th of April, 1857. The plaintiff, by his agent Hotchkiss, paid the defendant's agent the premium for the insurance on the 8th of April, 1857, without disclosing the fact that the house and furniture had been burned; and the defendant's agent, in ignorance of that fact, then sent the plaintiff's application for insurance, and the $36 50 premium to the defendant, and the defendant immediately forwarded a policy in due form in accordance with the application to its agent, for the plaintiff. The policy insured the house and furniture from noon of the 28th of March, 1857. The defendant's agent learned of the burning of the house and furniture before he received the policy, and refused to deliver it to the plaintiff. He returned it to the defendant and tendered back the premium to the plaintiff, who refused to take it. I have no doubt but that the policy would have been delivered to the plaintiff, and been regarded by the defendant as binding from noon of March 28, 1857, if the house and furniture had not been burned on the night of the 7th of April. And had it been delivered, it would have been valid from the time it was made to take effect. The defendant should not be permitted to say the policy would have been good from the 28th of March, if no fire had occurred, but is void because there was a fire, on the 7th of April of that year, and be allowed to repudiate its agreement to insure. When the defendant accepted the premium, and forwarded the policy to its agent, the agreement to insure was complete and ratified as of the 28th of March, 1857, and the policy became the property of the plaintiff.

The Justice before whom the action was tried has found that there was no fraud or concealment on the part of the plaintiff; and I think the plaintiff was under no legal or moral obligation to inform the defendant or its agent of the fire, before or at the time the premium was paid; for the agent had received the application for the insurance and given the plaintiff credit for the premium, according to the finding of the Judge upon the evidence. The plaintiff was entitled to have his application for insurance acted upon by the defendant, after the fire, in precisely the same manner that it would have been if no fire had occurred.

One of the conditions of the policy issued by the defendant for the plaintiff was, that no insurance should be considered as binding, until the *actual payment of the premium*, and for this reason the defendant's counsel insists that the agreement to insure, made by the agent of the defendant, was invalid. Now granting that the defendant may have refused to fulfil the agreement on that ground, (as to which I will express no opinion,) it did not do so, but ratified it by accepting the premium and issuing the policy, which insured the house and furniture from the time the agreement was made. And, as has already been seen, the plaintiff was not bound to inform the defendant or its agent that his house and furniture had been burned; and that an agreement to insure from a time past is valid. It follows that the defendant was properly adjudged liable to specifically perform the agreement to insure by delivering the policy to the plaintiff, and to pay the damages the plaintiff sustained by reason of the fire. The defendant's motion for a new trial should therefore be denied.

New Orleans and Jackson Railroad.

The earnings of this road for the first five months of the commercial years of 1858-9 and 1859-60, commencing on the 1st of September, were:

	1858 and 1859.		1859 and 1860.	
	Pass'g'r.	Freight.	Pass'ger.	Freight.
September ..	$10,945	$32,518	$25,832	$41,068
October	10,137	71,285	29,329	71,861
November ..	22,502	74,406	28,662	112,170
December ..	33,802	74,852	57,890	102,366
January	39,096	56,407	50,914	62,655
	$115,582	309,468	192,659	390,120
		115,582		192,659
Mails		16,333		26,000
Total for five months.	$441,383			$608,779
				441,338
				$167,896

The increase for the last five months over the corresponding time last year is a fraction over 37 per cent.

Commerce of San Salvador, 1859.

The official statistics for the year ending 30th September, 1859, state the importations during the year at $1,306,378, being an increase over 1858 of $220,959, and the exports at $1,991,650, which exceeds those of the previous year by $994,908. This great increase in the exports is owing to the establishment of steam communication between Panama and the Central America States.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	....	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	127½
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	....	—	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	....	—	—	—	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,726	55.2	.....	168,652	loss.	5	.....
30 Nov. '58	66.0	—	....	5	5	—	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,458	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	....	—	—	—	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	....	45.1	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	295,781	204,600	164,670	594,856	19.3	.....	10,255	1,504	—	.....
-- -- 59	26.5	3.9	....	227.0	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- 59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	....	—	—	—	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	18	16	—	171	Macon and Western	1,500,000	*	—	1,488,800	23,000	7,101	1,967,776	102.5	213,180	375,260	209,785	11	102½
31 July '59	50.0	—	....	7	2	—	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,808	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	3	4	—	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- 220.0	—	—	....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	56
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- 138.0	—	—	....	75.0	—	—	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,560,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,051	7,543,104	228.4	.....	1,407,846	629,029	—	65
10 Nov. '58	33.2	—	....	—	—	—	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	78.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	61½
-- -- 175.0	—	—	....	—	—	—	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	163.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	....	73.0	—	—	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,455,108	110.0	.....	448,858	230,834	9	38
31 Dec. '58	84.0	—	....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	....	—	—	—	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	....	—	—	—	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	293	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,783	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	543,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26.0 00,	.....	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	....	22.0	—	—	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,499	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,820	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	—	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	264	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,413	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "all." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,563	—	2,494,900	3,472,000	9,572	5,976,472	149.0	420,791	545,741	159,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,580	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	—	—	—	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,860	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,509,000	51.3	141,664	208,299	104,029	6	95
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	788,763	*	—	169,200	556,600	.....	.....	37.0	—	55,405	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	—	—	—	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.3	3,648,814	3,618,618	1,933,621	—	68¼
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	30.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,081,557	154.5	606,482	816,604	364,649	—	144
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	101
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	108
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	107
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,565	5,751,512	82.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,263	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,284	75.4	177,164	271,592	138,223	4	44
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	420,161	693,409	325,805	—	67
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	99
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	698,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,000	3,930,269	87.3	410,591	646,755	306,413	6	104½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	459,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,290	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,022	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	108,317	—	13½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	298,726	13,457,921	192.0	1,020,954	1,767,088	880,148	8	111½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	149,962	—	1,141,000	194,500	862	1,403,499	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	320.0	.....	2,417,915	886,697	—	41½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	810,460	19,595,407	539.0	.....	2,019,425	777,273	—	11½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	229,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,438	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	—	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	—	—	—	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,105	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,295	—	—	.....	.....	.....	525,295	ope	r. by Eas	tern Mass.	.....	—	67½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	83
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.9	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	80	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,708,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	127½
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	—	—	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	393,784	—	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	.....	ope	r. by N.	Y. & E.	24,440	—	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	.....	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5	.....
30 Nov. '59	18.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58				140.0				Albany and Susquehanna	227,356			275,793		8,697							
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	----
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,280,954	—	—	1,000,000	1,289,934	—	—	ope	r. by W	estern.	—	6	----
30 Sep. '58	34.9	2.6	----	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	—	37.5	34,424	60,524	32,413	—	----
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	16,530	23,554	9,204	5	----
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	—	541,249	172,321	—	----
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	—	87.8	356,145	814,116	359,609	6	----
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	—	34.6	59,539	59,421	5,092	—	----
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	—	ope	r. by N.	Y. & E.	24,000	7	----
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	—	—	—	—	—	—	—	ope	r. by Re	ceivers.	—	—	----
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	----
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	—	ope	r.b.B.N.	Y. & E.	—	—	----
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	49,519	58,207	10,840	6	----
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	38½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	----
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	----
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	75
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	10
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	9½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	—	1,494,000	—	—	121.8	311,404	410,806	127,013	—	----
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	----
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	—	75.4	98,686	94,385	44,715	—	----
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	—	46.2	89,380	208,223	33,946	3	----
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,456	150,000	30,417	—	18.4	32,980	37,280	18,590	2	----
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	----
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	—	—	ope	r.byRen	s. & Sar.	30,150	2½	----
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	—	54.5	107,506	139,388	32,196	—	----
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	—	—	—	—	—	—	----
30 Jun. '59	11.0	—	----	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	----
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	—	81.3	148,240	177,627	74,359	—	----
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	—	27.2	61,614	125,042	53,289	—	----
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	—	ope	r. b.Hud	s. River.	—	6	----
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	----
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	5	----
								NORTH CAROLINA.													
-- - --	'58 95.2	2.0	----	—	—	—	----	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	----
-- --	'58 223.0	—	----	—	—	—	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	----
-- --	'59 97.0	—	----	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	----
30 Sep.	'59 161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	----
30 Sep.	'59 161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar.	'58 —	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- --	'58 —	—	----	—	—	—	----	Atlantic and Great Western	613.231	----	—	866,039	—	77,294	—	—	—	—	—	—	----
31 Dec.	'58 118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	----
1 Aug.	'59 137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	----
31 Mar.	'59 60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	68
-- --	'59 37.0	—	----	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May,	'59 131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	----
31 Dec.	'58 135.4	5.8	----	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	87
31 Dec.	'59 67.0	—	----	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	----
31 Dec.	'59 95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110½
30 Nov.	'58 101.0	102.5	----	—	42	—	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,667,102	203.5	646,413	772,093	332,093	4	5
30 Apr.	'59 109.2	79.4	----	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	24½
31 Dec.	'58 61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	----
31 Dec.	'58 72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	----
30 Nov.	'58 54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	83
31 Dec.	'58 72.0	—	----	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	----
31 Aug.	'58 36.6	—	----	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	----
31 Aug.	'58 16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	----
31 Dec.	'58 45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,887	45.0	105,304	151,866	44,615	—	----
-- --	'59 36.0	—	----	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	----
31 Aug.	'58 32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	----
30 Nov.	'58 13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	----
30 Nov.	'58 83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83½
31 Dec.	'58 173.8	21.6	----	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,229	13,202,202	195.4	556,732	374,198	45,452	—	----
30 Apr.	'59 192.3	—	----	—	48	34	628	Ohio and Mississippi	18,635,688	*	—	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	----
31 Aug.	'58 117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	----
30 Jun.	'59 153.9	52.0	----	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,000	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	----
30 Dec.	'58 116.0	9.0	----	—	13	20	208	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	----
30 Nov.	'58 55.6	—	----	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	----
31 Aug.	'58 19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	----
30 Nov.	'58 49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	----
-- --	'58 243.0	—	----	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov.	'59 45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	----
31 Aug.	'59 20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	----
31 Aug.	'59 63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	----
30 Sep.	'59 52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,300	55,643	1,299,194	52.5	142,944	169,126	94,311	6	----
31 Dec.	'59 110.8	2.3	36.0	—	—	—	----	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	82
30 Nov.	'59 36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	----
30 Sep.	'59 18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	----
31 Aug.	'59 36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug.	'59 32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	----
31 Aug.	'59 30.9	11.3	4.6	—	0	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	----
30 Sep.	'59 68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	----
30 Nov.	'59 45.7	—	----	20.2	15	6	----	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov.	'59 28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	----
31 Dec.	'59 20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	------	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov.	'59 24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	------	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	----
30 Nov.	'59 55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	------	3,155,820	2,787,000	877,818	6,320,638	65.7	—	347,302	188,398	—	80½
31 Dec.	'59 330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	------	31,356,832	386.0	—	5,362,355	2,231,617	—	76
30 Sep.	'59 12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	------	------	250,000	50,000	------	20.0	—	1,637	------	—	----
30 Sep.	'59 17.0	7.0	----	—	16	----	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	------	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	----
30 Nov.	'59 147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	------	2,724,293	1,245,816	----	41½
31 Dec.	'59 28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	------	------	1,000,000	------	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—	----
30 Oct.	'59 98.0	6.0	----	—	31	60	437	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,800,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	39

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	39½
30 Sep. '59	31.0	—	....	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,004	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,600	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	....
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
— —	'58	40.3	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan.	'59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug.	'58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July	'58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb.	'59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec.	'58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,584	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July	'58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	....
	.....	—	.....	.....	...	...	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— —	'58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz.& Colr'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— —	'58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— —	'59	43.0	—	....	31.0	...	...	....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May	'58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	....
— —	'59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
— —	'59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May,	'59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	....
31 Aug.	'59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	....
31 Aug.	'59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun.	'59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun.	'59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,350,695	ope r. by Vt. Central	.....	.....	—	55	
31 Aug.	'59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	....
31 Aug.	'59	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope r.b.Troy	& Bost.	55,858	.....	—	....
								VIRGINIA.													
31 Aug.	'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,402,018	36,168	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep.	'58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar.	'59	79 .2	—	....	—	...	...	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	....
30 Sep.	'59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep.	'59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	....
30 Sep.	'59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec.	'58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,544	1,313,057	80.5	.....	310,988	186,085	5	....
30 Sep.	'58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar.	'58	75.1	—	....	—	...	...	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr.	'59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep.	'59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,312	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug.	'58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	....
30 Sep.	'59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug.	'59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep.	'57	32.3	—	....	—	...	...	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	....
								WISCONSIN.													
1 Dec.	'59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	....
25 Mar.	'59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec.	'58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
— —	'57	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec.	'58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
— —	'57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan.	'58	104.0	—	....	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
— —	'58	10.0	—	....	55.0	...	...	....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July	'59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
— —	'59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
— —	'59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep.	'58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	———	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— —	'59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
— —	'59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
— —	'59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
— —	'59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
— —	'59	25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov.	'58	29.9	0.9	....	79.5	...	...	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	....
— —	'59	60.0	—	....	—	...	...	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	....
								NOVA SCOTIA.													
— —	'59	61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
— Dec.	'58	48.7	—	....	—	...	...	....	Panama	8,000,000	*	—	4,973,000	2,427,000	———	18,000,000	48.7	.....	1,925,444	1,360,160	13	134½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	938,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83½
" "	700,000	6	1880	83
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	57½
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	500,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	883,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	800,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	231,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	91
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	93
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	58,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,198,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,325	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1855	60
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	----
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	102½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	91½
Construction	4,115,000	6	1875	91½
Free Land	3,000,000	7	1860	104
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	----
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,735,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1850	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	96
Mich. Southern and N'n Indiana:				
Michigan Southern	903,000	†7	1857	75
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	356,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	38½
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,709	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	16,700	8	1867	----
Sterling	878,085	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
------	-------	---	------	----
------	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	----
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	86
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	100½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	49
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96
2d Mortgage	1,000,000	7	1864	93
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	■	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	816,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
------	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	79
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
------	-------	†	------	----
Peru and Indianapolis:				
------	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	96½
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	----
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1863	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	96
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	32
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	40,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	18½
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----	----	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. R.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ----	----	----	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	393,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, March 31, 1860.

Michigan Southern Railroad.

The President of this road, Mr. GEORGE BLISS has just published a *card* touching his relations to this company in which he makes a very singular and contemptible exhibition of himself. His motive is simply a personal one—to glorify himself. His card is full of self-laudation, and of insinuations of the malfeasances of others, without any direct or tangible charges. This is all very different from his annual statement made a year since when he showed himself as secretive as he is now voluble. Everything was full of encouragement for the stock and bondholders. In a short time, portions of the road were forcibly taken possession of by the unpaid employees, and held till their claims were adjusted. The injury which this *coup d' etat* did to the company was immense; yet it was impending at the very time he made his report. If all of Mr. Bliss' insinuations are true, he is certainly very much wanting in manliness and in his duty to the company not to present them in shape of direct charges. As it is, he goes out of the company in a very sneakish manner, himself bearing a large portion of the odium resulting from the unfortunate condition of the company.

Men of a very different calibre, mentally and physically, and possessing a much higher degree of moral courage are wanted for the resurrection of our railroads.

Maine Railroad Reports.

It has been said by some one wiser than his fellows, that speech was given to man to enable him to conceal his thoughts. We are inclined to think also that railroad reports, at least so far as those of Maine are concerned, are concocted for the single purpose of concealing facts; for never in any State or country, in past times or in the present, have such abominable and unsatisfactory documents been palmed on a confiding public, or presented to a Legislature, as those to which we now call attention.

It is not our province to dictate as to what form such reports ought to assume, nor as to their contents. They ought, however, to fairly state the real standing of the corporations reporting. In Massachusetts, New Hampshire, Vermont, Connecticut, New York, Pennsylvania, Tennessee and Missouri, we have such as are commendable, if not complete. To these we refer the Legislature of Maine for examples—patterns we may say, from which all legislators may copy with advantage.

But the Maine reports, as at present published, are decidedly objectionable. Though ostensibly given in the best form—tabular—for comparison, there is no possibility of comparing a single series of facts contained in them. We find the funded debts mixed up with the floating; there is no statement of expenditures or net earnings; there are no separate statements of the cost of roads and their equipment, nor detail in anything, and where the columns ought to be full in the few specifications set forth, immense gaps occur, many companies not deigning to supply the information demanded by law. This want of uniformity and completeness is unexcusable, and ought to be remedied by compulsion.

Such are the reports sent by the astute Legislature of Maine to the world, as the reflex of the material and financial condition of the railroad companies of a State that boasts of having in its schools a larger ratio of its population than any other community in the world. If arithmetic is taught in these schools it is apparently taught to little purpose, as there appears but a very small modicum of that essential science in the productions of their quondam scholars; or it may be that they are loth to dispense too large a share of their acquisitions to their fellows; or that they are not over anxious to enlighten the blissful ignorance in relation to their own affairs which is at yet so prevalent. Possibly the latter category is the truth, and in that case we may give credit to the men of Maine both for arithmetic and cunning.

We even think that Captain Galton would meet with some slight complexity in these reports and ask for explanations.

But to be serious over a serious matter. Millions are now invested in American railroads, and but few families exist which are not more or less interested in their welfare. Is it not proper that they should have a "certain" knowledge as to the condition of their investments? And yet here we have year after year lame reports of just what is not wanted. These Maine reports indeed have become a scandal. They, moreover, provoke suspicion, and are not what men having an ordinary amount of self-respect would return. It therefore behooves both the railroad companies of the State of Maine and the legislators thereof to proceed at once to a thorough reform in this matter of reporting, and to give us annually a honest, fair and open response to the questions which railroad common sense propounds to the least intelligent of their class. Let their statements be so made that their constituents, the share and bondholders, who entrust them with their fortunes and welfare, shall not be left to the mercy of unprincipled and dishonest speculators, or despoiled of their property, through ignorance of its real value. Reports ought to be made with accuracy, and be as brief as the subject will permit of.

These remarks may, no doubt, be usefully applied elsewhere than to the hide on which they now fall. New Jersey is a case in point, and may profit by its inclusion in the same category with its sister State.

We will not, however, pursue the subject further. *Verbum sat*; and we hope that this, our protest against the present state of things, may be a sufficient hint to all concerned that the time has come for a thorough reform in this matter of reporting, and that the public, especially that class which trusts its money to incorporated companies, is thoroughly aroused as to the necessity of full periodic statements of the precise condition and status of their investments.

In another part of this week's issue of the JOURNAL we have inserted a table, compiled from the Maine report for 1859, exhibiting the only specifications in relation to the railroads of that State that are available. All the other matters reported on are chaotic, blundering and worthless. From this bald tabulation our readers may form

some slight opinion as to the necessity of the remarks we have thought proper to indulge in.

New Jersey Railroad Company.

Our attention has been called to an error in the table relating to the railroads of New Jersey published in our last week's issue. In that statement we gave the floating debt of the New Jersey Railroad Company at $500,218, whereas this amount is actual surplus earnings, placed to the credit of profit and loss in the account of the treasurer. This error arose from the statements published by the State authorities, which do not distinguish between the accounts of a treasurer *per se* and those of a company's as a corporate body.

Valuation of Property in Oregon.

The total valuation of taxable property in Oregon in 1859 was $24,184,809, against $22,824,118 in 1858. Taxes 1859, $48,368; 1858, $22,824. Taxes collected from Chinamen, $8,978, of which the State received about $1,349. This added to above, gives $49,717 as the total revenues of the State. The county of Multnomah shows the highest valuation, $2,754,590, and Tillamook the lowest, $29,774.

Railroad Business of Chicago, 1859.

The following list embraces all the trunk roads which centre in Chicago, with their several branches and extensions—

	Miles.
Chicago and Milwaukee	85
Kenosha and Rockford	48
Racine and Mississippi	86
La Crosse and Milwaukee	200
Chicago and North Western	138
Milwaukee and Mississippi	192
Galena and Chicago Union	121
Fox River Valley	34
Wisconsin Central	8
Beloit Branch	20
Beloit and Madison	17
Mineral Point	32
Dubuque and Pacific	70
Galena (Fulton) Air Line	136
Chicago, Iowa and Nebraska	81
Chicago, Burlington and Quincy	210
Burlington and Missouri	70
Quincy and Chicago	100
Hannibal and St. Joseph	207
Illinois River	33
Chicago and Rock Island	182
Mississippi and Missouri, 1st Division	61
" " " 2d "	40
" " " 3d "	13
Peoria and Bureau Valley	46
Peoria and Oquawka	143
Chicago, Alton and St. Louis	284
Illinois Central	704
Pittsburg, Ft. Wayne and Chicago	467
Michigan Southern and Northern Indiana	242
Monroe Branch	30
Detroit Branch	41
Cincinnati, Peru and Chicago	28
Michigan Central	282
New Albany and Salem	284
11 trunk and 20 branch and extension lines.	4,736

This table shows an increase of 167 miles of completed road during the past year. The increase is less than for several years past, but it is all the stringency of the times would warrant. The completion of the Iowa roads to the Missouri is the great work next to be accomplished, and it is sincerely to be hoped that very considerable progress will be made westward during the coming year.

The following table shows the earnings of all the railways tributary to Chicago for the year 1859.

	Passengers.	Freight.	Mail & Misc.	Total.
Chicago and Milwaukee	$131,810 35	$40,994 29	$10,295 77	$183,100 41
Milwaukee and Mississippi	210,973 05	512,318 25	23,207 49	746,498 78
Chicago and North Western	162,569 14	211,954 66	15,314 21	393,838 01
Galena and Chicago Union	396,067 86	915,149 54	53,792 26	1,364,009 66
Fox River Valley	8,385 28	13,827 85	2,104 27	24,307 35
Mineral Point	12,837 99	42,331 47	2,250 78	57,420 24
Dubuque and Pacific	24,688 48	30,688 98	2,390 00	57,767 46
Chicago, Iowa and Nebraska	31,599 88	75,699 59	5,473 97	112,773 44
Chicago, Burlington and Quincy	404,799 09	827,751 58	34,432 29	1,266,982 96
Burlington and Missouri	60,688 98	73,005 49	5,474 58	139,169 05
Quincy and Chicago	130,024 88	151,955 69	10,562 85	292,543 42
Hannibal and St. Joseph	385,254 43	296,117 68	34,003 50	715,381 61
Chicago and Rock Island	368,338 34	279,035 64	36,736 79	984,110 77
Mississippi and Missouri	69,529 13	98,259 76	5,485 04	173,323 93
Chicago, Alton and St. Louis			Estimated.	900,000 00
Illinois Central	817,411 90	1,107,019 10	188,750 92	2,107,381 92
Pittsburg, Fort Wayne and Chicago	794,921 80	964,336 18	205,863 25	1,965,121 18
Michigan Southern and Northern Indiana	718,634 06	895,438 70	124,079 54	1,738,149 30
Michigan Central	824,988 05	864,406 90	67,015 85	1,756,420 80
				$14,978,300 29

The earnings of the ten trunk roads for the past three years comparatively have been as follows:

	1856.	1857.
Chicago and Milw.	$650,000 00	$522,731 92
Chicago and N. W'n.	137,303 67	429,305 39
Gal. and Chic. Union	2,456,044 80	2,117,904 97
Chic., Burl. and Q.	1,627,029 61	1,899,586 49
Chicago and Rock I.	1,751,704 60	1,681,101 57
Chic., Alton & St. L.	1,000,000 00	998,309 48
Illinois Central	2,269,533 67	2,293,964 57
Pittsb., Ft.W. & Ch.	1,478,428 76	1,652,727 95
Mich. S. and N. Ind.	3,114,786 06	2,186,124 97
Michigan Central	3,128,154 10	2,656,471 36
Total	$17,812,957 27	$16,428,228 66

	1858.	1859.
Chicago and Milw.	$204,186 15	$183,100 41
Chicago and N. W'n.	390,319 68	393,838 01
Gal. and Chic. Union	1,547,561 23	1,364,009 67
Chic., Burl. and Q.	1,600,709 64	1,266,982 96
Chicago and Rock I.	981,789 00	984,110 77
Chic., Alton & St. L.	867,288 52	900,000 00
Illinois Central	1,976,578 52	2,107,381 95
Pittsb., Ft.W. & Ch.	1,567,780 18	1,965,121 18
Mich. S. and N. Ind.	2,039,346 97	1,738,149 30
Michigan Central	2,016,185 85	1,756,420 80
Total	$13,191,736 74	$12,659,115 01

This statement shows a falling off in receipts in these ten lines of $3,236,491 92 in 1858, and of $3,769,113 65 in 1859, from those of 1857, and the total decrease from 1856 was $5,153,841 26. In the last named year the aggregate earnings amounted to $17,812,957 37. The decrease from 1858 to 1859 was only $432,621 73; and hence it may be inferred that the business depression of the West has reached its lowest point. With fair crops during the coming season an advance in receipts may be confidently anticipated, and otherwise all the signs of the times seem to indicate an early return of reasonable prosperity.

Hudson River Cement Company.

We take great pleasure in directing the attention of our readers to the advertisement of this company, which will be found in its appropriate place in our advertising columns. By reference thereto it will be seen that they have for sale *Rosendale Hydraulic Cement, Calcined Plaster, Marble Dust* and *Land Plaster*. The weight and quality of each article is guaranteed. The works of this company are located at Jersey City, New Jersey, opposite this city, immediately upon the river, which enables them to ship directly from their own docks to the vessel, thus avoiding the necessity for re-handling. Every barrel is made expressly for the purpose—is well made—well papered—made of full size—and warranted to contain *three hundred pounds of cement*. These things are of consequence, and should be taken into consideration by purchasers. The nature of the article requires that it should be kept perfectly dry, until moistened for immediate use. Frequent handling of the barrels has a tendency to loosen the parts of which they are composed, and thus expose their contents to the action of the weather. The weight is also an item—and a large one, too, where an extensive order is given. Purchasers may rely upon being fairly dealt with at this establishment. It is only necessary to send the order *properly directed* to insure its immediate execution. Address HUDSON RIVER CEMENT COMPANY, or J. H. BUTTS, Secretary, Jersey City, N. J.

Taxable Property in Indiana, 1859.

The report of the State Auditor for 1859 shows a large increase in the valuation of the taxable property in this State in comparison with 1858. The aggregates for the two years are as follows:

Total valuation in 1859	$435,368,862
" " 1858	318,204,964
Increase 1859 over 1858	$117,163,898
Lands assessed for taxes	22,149,393 acres.
Average value of lands, etc.	$12.55 per acre.
Miles of railroad assessed	1,749,24 miles.
Valuation of railroads	$12,951,405

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 28th March, 1860, were as follows:

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101	----	----	100½	----	100½
STATE STOCKS:—						
Virginia 6s	93¾	93½	93½	93½	93½	93½
Missouri	80¾	80¾	80⅝	81	81	81⅛
Indiana 5s	----	----	----	----	----	----
Tennessee 6s, 1890	90⅜	90⅜	90⅜	90⅜	90⅛	90⅜
California 7s	----	----	----	----	----	----
Ohio 6s, 1870	----	----	----	----	106	106
RAILROAD SHARES:—						
Chicago and Rock Isl.	65⅜	64⅞	63½	65½	65½	65½
Clev. and Toledo	20⅜	21	21½	22⅜	22½	24
Galena and Chicago	61½	61½	61	61½	61	61½
Hudson River	38½	38⅝	38⅜	38½	38⅝	38⅝
Illinois Central	62½	62½	61	61	61½	60⅝
Michigan Central	41½	41½	41⅜	42	41½	41⅜
M. S. and N. I. guard.	21	21½	23⅜	24½	23	22
M. S. and N. I.	9⅜	9⅞	10½	11½	11½	11
New York Central	75½	74⅜	74⅜	75	74⅜	74⅜
New York and Erie	9⅜	9⅜	10⅛	10½	10½	10
N. York and Harlem	9⅜	9⅜	9⅜	9⅜	9⅜	9⅜
N. Y. and H. "pref."	34⅜	34⅜	34⅜	34⅜	35½	35⅛
Panama	134½	134	134	134	134	135
Phila. and Reading	42⅛	41½	41⅜	41½	41½	41½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96½	----	97	----	----	----
Cumberland Coal Co.	14⅛	14	14	14	14	14
Pennsylvania Coal Co.	----	----	----	84½	----	----
Pacific Mail S. S. Co.	98⅛	97⅞	99	99½	101⅛	101½
Canton	20⅛	20½	20¾	20½	20½	20¼
Brooklyn Water W's.	----	----	101	101	----	101

The following are the closing prices in the London Market on the 13th March:

United States 5 p. c. red. '74	91	to	92
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr.L'd red. '60.	88	to	90
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	84	to	90
Do. do. 1869	81	to	83
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	32	to	37
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	35	to	37
Phila. and Reading B'ds, 6 p.c., 1860.	85½	to	90
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

Cincinnati and Indianapolis Railroad.

The annual report of this company for the fiscal year ending December 31, 1859, has been published. From it we learn that the receipts on account of transportation during the year were:

From passengers	$161,754 45
" freights	235,645 05
" mail	11,100 00
" express	6,260 00
Total	$414,759 50
Total expenditures	213,304 79
	$201,454 71
To balance of interest acct.	$93,296 27
To balance of taxes	6,708 52
	100,004 79
	$101,449 92

EXTRAORDINARY REPAIRS.

Re-laying track	$6,911 50	
Re-building passenger cars	4,923 00	
Re-building freight cars	3,252 00	
		15,086 50
Balance credited to surplus acct.		$86,363 42

The following is a statement of the monthly receipts for 1859, from all sources:

	Passenger.	Freight.	Total.
January	$13,718 07	$15,221 33	$28,939 40
February	10,776 30	15,406 98	26,183 28
March	16,047 78	20,147 51	26,195 29
April	12,650 14	15,560 65	28,110 79
May	12,808 59	15,285 58	28,093 87
June	11,436 40	15,852 28	27,288 68
July	11,167 29	14,046 61	25,313 90
August	14,018 91	18,646 13	32,664 04
September	17,042 28	19,888 51	36,930 79
October	15,641 59	25,233 48	40,977 07
November	14,027 68	28,201 55	42,229 23
December	12,417 42	32,055 74	44,473 16
Total	$161,754 45	$235,645 05	$397,399 50
Mail			11,100 00
Express			6,260 00
Total			$414,759 50

The following is a comparative statement of the receipts from passengers and freight for the past five years:

	Passengers.	Freight.	Total.
1855	$210,258 33	$194,751 11	$405,009 44
1856	279,008 52	283,942 65	562,951 17
1857	232,080 50	294,370 29	476,400 70
1858	172,837 65	259,724 87	432,562 52
1859	161,754 45	235,645 05	397,399 50

The above table does not include receipts from mail and express.

The following statement will show the receipts and expenses of the road for the past four years:

	Receipts.	Expenses.	Net receipts.
1856	$579,950 57	$287,098 04	$292,861 58
1857	491,743 18	246,131 20	245,624 98
1858	448,885 00	218,023 79	230,861 21
1859	414,759 50	213,304 79	201,454 71

The following is a comparative statement of the number of way and through passengers carried over the road during the past five years:

	Way.	Through.	Total.
1855	79,598	48,288	127,886
1856	90,633	75,673	166,306
1857	86,255	57,203	143,458
1858	79,848	38,380	118,728
1859	76,479	34,718	111,197

The following is a comparative statement of the number of tons of local and through freight transported over the road during the past four years:

	Local.	Through.	Total.
1856	85,751	45,490	131,241
1857	68,188	36,638	104,826
1858	85,401	35,644	121,045
1859	79,227	35,044	114,271

The receipts from passenger traffic for the year show a falling off from the previous year of $10,382.05, of which $5,351.35 was from local, $5,030.70 from through travel. The decrease of receipts from passengers to and from foreign roads, was, however, but $818.78—a very gratifying result, as it shows that the loss was local. The local tonnage of the road for the year shows a decrease of 6,774 tons, and the through tonnage a decrease of but 600 tons. The President in his report says:

The earnings for the first ten months of the year were unsatisfactory, and greatly disappointed the confident expectations of its managers and friends. Many persons began to doubt the value of the property and the ability of the road to do much more than earn the interest upon its bonded debt, and maintain the present condition of its track and equipment. The estimated earnings of the road for the year were at least $500,000, but the actual earnings were but $414,759.50. Our estimate of the traffic of the road was based upon a mistaken idea of the amount of produce in the country, and the probable trade of the city of Cincinnati, and our mistake was the common error into which not only the managers of our connecting roads, north and west, but also the merchants and manufacturers of this city were led. There has not been a year since the opening of the road in which the surplus products of the country have been as light; nor one in which our merchants have had as unsatisfactory a trade with Indiana and Central Illinois. * * Early in the year nearly every flouring mill upon the line of the road, and the distilleries at its river terminus which are our largest consumers, were either closed or running to but a fraction of their capacity, and so continued until November. Another cause unfavorably affecting the receipts of the road, has been the low rates of freight between the Atlantic cities and all points at the West. * *

The expenditures of the company during the year on account of construction and for renewals, have been large—heavier than was anticipated or promised at the date of my last report. The necessity for many of them was not then apparent, and the expediency of others not foreseen. In this respect, as in the earnings of the road, there has been disappointment. * * * *

Eleven high truss bridges, varying in length from 100 to 334 feet, have been rebuilt at a cost of $35,469.69, and four low truss bridges at a cost of $5,500. Only one important bridge remains to be rebuilt the present year. Nearly all of the old bridges rested upon wooden abutments, and in constructing the new ones heavy masonry has been substituted. The amount expended upon masonry for bridges and culverts exceeds $25,000. The outlay has been heavy, but the work is permanent, and the safety of the trains guaranteed.

A new track to the stone quarries has been constructed during the year at an expense of $10,000. There has also been expended during the year about $7,000 for side-track at Indianapolis and way stations, the principal outlay being for iron. A large water station has been constructed at Shelbyville, and five wood sheds along the line, at an aggregate cost of $4,389.50. Depots have been built at Prescott and Waldron, and a commodious depot and eating house at Morris. Also, a house for the shelter of all passenger cars at Indianapolis. Nearly all the depots and sheds were built under contract, requiring the contractors, in lieu of cash, to take the bonds of 1858 at 80 cents on the dollar.

The sum of $3,777.59 has been expended for an independent telegraph wire and apparatus between Cincinnati and Indianapolis.

The equipment of the road has been increased by the purchase of 10 box cars at an average cost of $550. The material for a large number of platform cars, and additional stationary machinery for the shops at Indianapolis, have also been purchased.

The number of 10 per cent. bonds paid and canceled during the year was $30,100, and the number of 7 per cent. bonds retired from the proceeds of real estate and bills receivable was $14,000—making a total of $44,100.

The number of real estate 10 per cent. bonds due in Dec., 1858, was exchanged for the 7 per cent. "bonds of 1858," was $178,500, and $3,000 more are to be exchanged immediately. The bonds of 1858 have been taken in exchange at the rate of 85 per cent., the difference of 15 per cent., amounting to $26,775, have been paid in cash. A portion of this amount was paid late in December, 1858. This item, together with the discount on all the bonds sold during the year, has been charged to our surplus account.

The real estate not required by the company for right of way, depot grounds, &c., together with bills receivable from lands heretofore sold, has gone into a trust fund for the redemption of the "bonds of 1858," which were taken by the holders of the R. E. 10 per cent. bonds, maturing in December, 1858. This fund amounts to $215,906.37, and will doubtless retire the whole number of bonds taken in exchange within the next five years.

The floating debt of the company is about the same as at the date of my last report. This is owing to the heavy expenditures to which reference has already been made. Had the earnings of the road been equal to our expectation, this debt would not have exceeded $60,000 at the close of the year.

An effort was made a year ago by the sale of bonds, to reduce the debt of the company to a small balance, and for this purpose about $150,000 of the bonds of 1858 were agreed to be taken at 80 cents on the dollar. From this subscription about $100,000 in cash has already been realized, and a large proportion of the balance will doubtless be settled by a subscriber who is a creditor of the company.

The President estimates that the disbursements on account of construction for the year in masonry and bridges, containing the fencing of the road, in depots and freight houses, and in the employment of a construction train for four months in distributing ballast, will amount to $25,000, a large portion of which will be payable in the bonds of the company.

During the year nearly 40,000 new ties have been put into the track, and it is estimated that 18,000 more will be required in 1860.

The following, from the Treasurer's report,

shows the liabilities and assets of the company at the close of the year:

LIABILITIES.		
Capital stock		$1,688,300 00
1st mort. b'ds, due 1866	$500,000 00	
2d " " 1862	400,000 00	
Mort. bonds, 1858, due 1888	353,000 00	
Dividend and Income 7 per cent. bonds due 1865	85,283 98	
Income 10 per cent.	167,400 00	
		1,506,183 98
Bills payable		153,177 59
Unclaimed dividends		9,649 90
Surplus funds		214,550 72
Total		$3,571,862 69

ASSETS.		
Construction	$2,446,904 68	
Construct'n of bridges.	35,469 69	
Equipment	547,968 53	
Third rail	127,926 52	
Telegraph	10,190 90	
Union Railway	25,689 13	
		3,192,949 45
Real Estate account		70,894 61
Bills receivable		31,262 06
Trustee account		214,694 16
Balance account with other roads		7,369 56
Material and stone on hand		32,481 21
Fuel on hand		13,759 00
Cash		8,452 64
Total		$3,571,862 69

Delaware, Lackawanna and Western R. R.

At a meeting of the Directors of this company, held in this city on the 24th inst., the interest dividend for the past three years which was made some time since, was directed to be paid in stock at par. The following preamble and resolution was adopted unanimously:

Whereas, By a resolution adopted by the stockholders of the Delaware, Lackawanna and Western Railroad Company at their annual meeting held on the 26th day of January, 1858, the President and Managers were prohibited from increasing the capital stock of said company for any purpose other than the fulfilment of their existing contracts without the assent of three-fourths of the stockholders being first had and obtained. And

Whereas, The interest which the said company are by law authorized to pay upon its stock has not been paid for the last three years, the means for the payment thereof having been expended in the construction of the road, and in purchasing equipments therefor, and in liquidating liabilities for those purposes incurred. Now, therefore,

Resolved, That the President and Board of Managers of this company be and are hereby authorized to issue new stock at par, to such an amount as shall be sufficient to pay the interest from the first day of January, 1857, to the first day of January, 1860, at the rate of 6 per cent. per annum upon the whole amount of capital stock heretofore issued, and to pay the same on and after the 15th of May to the holders of the said stock as it appears that they were thereto respectively entitled on the 29th day of February, 1860, that being the time the transfer books were closed in accordance with a resolution of the Board of Managers; provided, however, that all sums of interest less than a full share of stock, to cost $50, shall be settled in full by the payment of 75 per cent. thereof in cash.

Cincinnati and Dayton Short Line Railroad.

The following gentlemen were elected, on the 19th inst., Directors for the ensuing year:

W. M. Bateman, B. E. Dale, Charles Rule, Arnd Kattenhorn, Wm. Sellew, Samuel Beresford, John G. Jones, Wm. Loder, Samuel H. Goodin, Miles Greenwood, S. D. Grafiin, David Linton, James Goodin.

Railroads in Maine.

An abstract of the official report for the year 1859 *laid before the Legislature March* 12, 1860.

Railroads.	Length in miles.	Engines.	Cars.	Share Capital.	Bonds and other d'bts.	Cost of r'd and equipm'nt.	Passenger.	Freight.	Mail, etc.	Total.	Amount of divid. on shares.
	EQUIPMENT.						GROSS EARNINGS.				
Androscoggin	37	4	26		$605,549	$757,881	$15,072	$22,566	$2,586	$40,224	
Androscoggin and Kennebec	55	9	148	$151,833	1,125,147	2,218,318	80,693	78,505	6,451	165,649	
Atlantic and St. Lawrence	149	42	565	2,494,910	3,480,000	7,559,066	147,940	42,907	16,868	607,115	$60,360
Bangor, Oldtown and Milford	12½	4	49	135,000	40,560	244,726	15,089	19,710	203	85,002	
Buckfield Branch	18½			320,000		320,000					
Calais and Baring	6	3	162	100,000	118,140	224,000	2,047	26,162	982	29,191	4,000
Great Falls and South Berwick	6			94,060	95,708	169,210					
Kennebec and Portland	72½	13	131	1,107,526	1,768,738	2,871,264	85,464	55,013	24,186	164,663	
Lewey's Island	16½	1	30	171,810	210,000	310,000					
Machiasport	7¾	2	50	100,000	800	100,000				10,851	3,000
Penobscot (*not open*)				180,697	146,956	328,413					
Penobscot and Kennebec	54¾	4	103	586,003	1,328,933	1,879,986	38,362	28,242	2,110	68,704	
Portland, Saco and Portsmouth	51⅓	10	110	1,500,000		1,359,891	157,674	58,701	10,565	226,940	90,000
Somerset and Kennebec	37	2	8	273,600	557,600	835,946	(Included in Kenn. & Port. R. R.)				
Total	593	94	1,382	$8,097,116	$9,473,131	$19,178,199	Too incomplete for aggregating.				$157,360

St. Louis, Alton and Chicago Railroad.

Col. R. B. Mason, the efficient Superintendent and Chief Engineer of this road, is pushing ahead and getting it in good running order. He intends to make it one of the best in the State of Illinois, and is using means to this end. The Receivers have contracted for six first class locomotives of Messrs. Richard Norris & Son's make, to be put on the road early in April. They are designed for high speed, and it is intended to perform the trip with only one change of engines between Chicago and St. Louis, in about twelve hours. The present schedule time is sixteen hours. Already about 120,000 new ties have been delivered along the route, which, with the 400 tons of iron delivered in part, and the rest deliverable in a short time, will suffice to give us a first class straight road to St. Louis before the summer travel sets in. A large force is now at work repairing the track.—*Western R. R. Gazette.*

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending March 27, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s—85	and int.
Covington and Lexington, 1st Mortgage	7s—	"
" " " 2d "	7s—66	"
Ohio & Miss., E. D., Construction	7s—19	asked.
Cinc., Ham. and Dayton, 2d Mortgage	7s—84	and int.
" " " 1st "	7s—	"
Indianap. & Cincinnati, do. do.	7s—75	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 70
Columbus and Xenia	83½
Indianapolis & Cincinnati	87
Little Miami	84

Railroad Earnings.

The earnings of the Chicago, Burlington and Quincy Railroad for February were as follows:

	1859.	1860.
Freight	$86,470 46	$59,540 95
Passengers	21,432 98	19,322 39
Mails, etc.	1,524 46	1,615 73
	$59,427 90	$80,479 07
Increase		$21,051 17
Earnings per mile	$371 42	$503 00
Increase "		131 58

	Chicago & Burlington. 210 miles.	Galesburg & Quincy. 100 miles.
Freight	$67,227 28	$11,068 72
Passengers	22,732 22	8,146 89
Mails and miscellaneous,	1,871 23	842 83
Total	$91,830 73	$20,058 44

Total earnings, February, 1860 ..... $111,889 17
Total earnings, " 1859 ..... 88,854 48

Increase in Feb., 1860 ..... $23,034 69

The earnings of the Milwaukee and Mississippi Road in February were:

From Passengers	$9,941
" Freight	18,091
" Mails, etc.	4,335
Total	$32,367
February, 1859	40,056
Decrease	$7,689

The receipts of the Grand Trunk Railway of Canada for the week ending March 10,

were	$64,186 77
Week ending March 12, 1859	45,182 24
Increase	$19,004 52
Total traffic from July 1st, 1859	$1,909,955 91
Same period last year	1,562,755 14
Increase	$347,200 77

The earnings of the Memphis and Charleston Railroad for February were:

From Passengers	$78,125 11
" Freight	74,333 49
" Mail service	4,497 91
" Express, etc.	1,406 02
Total receipts	$159,462 53
" expenses	68,980 04
Net profits	$90,482 49

The receipts of the Grand Trunk Railway of Canada, for the week ending March 17, 1860,

were	$70,915 67
Corresponding week, 1859	47,565 51
Increase	$23,350 16
Total traffic from July 1, 1859	$1,980,871 58
Do. for same period last y.	1,610,320 66
Increase	$370,550 92

Petersburg Railroad.

The fiscal year of this company closed with December. We have the report of the directors, giving in detail the operations of the road during the year, and the condition of the company's affairs at its close. The improvements which were made within the year, and the condition of the road at the date of the report are also noted. The business of the company during the year was prosperous in all its branches. The following comparative table exhibits the receipts from freights and passengers during the past five years —the receipts of 1855 embracing those of the Greenville Company:

	Freight.	Passengers.
1855	$149,534 07	$106,176 56
1856	140,296 76	129,597 44
1857	135,267 16	128,259 32
1858	164,956 02	118,602 44
1859	175,169 37	129,606 68

—by which it will be seen that the receipts from both freight and travel exceeded those of any former year.

The following table shows the quantity of each of several leading articles of inward freight during the last five years, made up from January 1st to December 31st of each year:

	Bales of Cotton.	Hhds. of Tobacco.	Bushels of Grain.	Barrels of Flour.	Boxes of Tobacco.
1855	14,812	11,846	307,534	4,057	12,371
1856	11,834	11,593	260,210	6,436	931
1857	10,632	10,300	242,447	3,892	361
1858	26,339	12,391	299,528	5,680	749
1859	23,377	14,359	299,088	3,443	4,502

The progressive improvement of the country in population and production, the opening of new lines of communication, the advance of Petersburg and Richmond in trade and population, and the improved navigation of the Appomattox river, justify the anticipation that this branch of business will be fully maintained in future years, notwithstanding any competition that is likely to arise; the operation of causes of this character having heretofore more than counterbalanced the effect of rival improvements in diverting business in other directions.

As was anticipated, the opening of the great line of travel via Lynchburg, Chattanooga, etc., had the effect of diverting from the Atlantic line, of which this road forms a part, a considerable portion of the Southern and Western travel. This diversion, however, was not so great in point of numbers as was anticipated; and the first of the foregoing tables shows that notwithstanding the reduction of numbers, there has been no falling off in the revenue of the company from travel. It is also reasonable to suppose that a still further falling off will be occasioned by the opening of the Lynchburg extension of the Orange and Alexandria, and the Mississippi Central Railroads. But these losses will be in a great measure retrieved by the influence of other improvements which are in progress, and especially of the Florida Railroad, which will soon be completed, and the lines of steamers on the Gulf with which it will connect.

The line has been remarkably exempt from serious accidents. During the entire period since the road commenced operations, now more than 25 years, not a single passenger has been killed or seriously injured upon it.

It has been the policy of the company to improve the track from year to year by relaying the worst portions of it with new iron. About 4½ miles of the main track were relaid in 1859, making 11½ miles relaid during the past four years. The report says:

The Petersburg Railroad was opened to Blakely on the north bank of the Roanoke in the summer of 1834. Since that time, besides the extinguishment of a large debt for construction and equipment, and the payment of expenses, the road has been extended, at a heavy expense, to Weldon, on the other side of the Roanoke; the entire main track has been twice relaid, once with heavy flat rail, and once with heavy U rail; the Gaston branch of 18 miles has been relaid with T rail, and entirely reconstructed; more than one-sixth of the main track has been relaid for the third time; depots, warehouses, shops, &c., have been built, and dividends to the amount of nearly one million of dollars have been paid in money. All this has been done out of the clear profits of the company, with the exception of about $100,000, represented by the bonds now outstanding. More than half of this amount could now be paid off by the reserved fund in hand, if the holders of the bonds would consent to receive it. Thus this road has not only contributed immensely to the business and prosperity of Petersburg, but has vindicated the wisdom of its projectors as a successful and profitable enterprise.

The earnings of the road during the last and previous fiscal year were as follows, viz:

	1858.	1859.
From Freight	$164,956 02	$175,169 37
" Passengers	118,602 44	129,606 68
" Mails, exp's, etc	27,430 30	24,259 03
	$310,988 76	$329,035 08

The expenses for 1859 are thus stated:

Running account	$60,964 88	
Depot "	25,578 76	
Maintenance of way	33,105 90	
General management	10,835 28	
Loss and damage	1,296 12	
Stores	5,078 63	
Construction	401 00	
	$137,260 56	
Add amounts outstanding.	31,596 44	
	$168,767 00	
Less increased value of company's property	36,598 55	
		132,164 58
Leaving as actual profit		$196,870 50

—or nearly 20 per cent. upon the whole capital and indebtedness.

The above increased value of the company's property is due to the permanent improvements which have been made, the cost of which is included in the maintenance of way, depot and other accounts.

No addition was made to the number of locomotives in 1859, but a new one will be required the coming year. The additions to cars over and above those rendered unfit for service are: one first-class passenger car, two baggage cars, and four box freight cars. The present equipment of the road consists of: 14 locomotives; 9 first-class and 5 second-class passenger cars, 5 baggage and mail cars, 83 box and 33 flat freight cars, 14 dump, pole and crank cars.

The receipts into the treasury from all sources during the year, (including $53,718 75 from previous year) were $547,588 78; and the disbursements, $507,085 19—leaving a balance of $40,503 59.

The following statement shows that the debt of the company on the 1st of January last, exclusive of hiring bonds, etc., consisted of 7 per cent. coupon bonds, amounting to $112,500, and the balance of the 6 per cent. bonds issued for dividends in July, 1854, amounting to $4,976. A part of the last amount has since been paid, and the whole of it would have been if the parties had been willing to receive it. One of the $500, 7 per cent. bonds, has also been redeemed.

The liabilities of the company are as follows:

Capital stock, 8,832 shares *a* $100	$883,200
7 per cent. coupon bonds, due '63–'72	102,500
Scrip dividends of 1854, due July 1, '64.	4,976
Unpaid dividends	831
Balances due connecting roads	8,187
Charges on transporta'n, sundry accts	13,892
Hiring bonds unpaid Jan. 1, 1860	17,614
Excess of assets over liabilities	389,090
Total liabilities	$1,420,291

And the assets as follows:

Railroad and appurtenances	$1,024,300
14 locomotives	88,800
19 passenger and baggage cars	82,000
83 box freight cars	50,850
33 flat " "	18,485
Other cars, etc	6,759
Machinery, tools and materials in carpenter's shop	6,322
Stationery, machinery and tools	7,692
Materials in metal	10,986
Stores	2,479
Wood, lumber, cross ties and bricks	7,981
Office furniture and fixtures	3,200
Due on earnings account	6,668
Old balances	6,278
Bills receivable	67,042
Savings' Banks	20,000
Due from P. O. Department	19,675
Cash in banks	40,504
Total assets	$1,420,291

The office of this company is at Petersburg, Va. The officers are:

President—Wm. T. Joynes.
General Superintendent—C. O. Sanford.
Treasurer—D. G. Potts.

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Railroad Supply Agency,
No. 7 South William Street,
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FOR THE SALE OF
ALL MATERIALS USED
In Equipment, Repairs & Operating of Railroads,
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Orders for Goods not pertaining to Railroads, solicited and promptly executed.
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THE RENSSELAER IRON COMPANY,
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OFFER Rails of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
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Railroad Iron Wanted.
WANTED 10 miles (of track) of Railroad Bars, 35 to 45 lbs. per yard, which has been used and will be sold cheap. Apply to MYRES ANDERSON,
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LAP-WELDED BOILER FLUES,

1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

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Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

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RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

RAILROAD IRON.

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WAINWRIGHT & TAPPAN,

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A stock of the above goods constantly on hand.

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RAILS OF SUPERIOR QUALITY,

and of weight or pattern as may be required.

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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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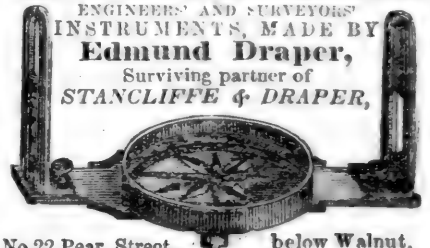
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This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co. N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

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Please address, **Hudson River Cement Company, Jersey City, N. J.,** or **J. B. BUTTS, Secretary.**

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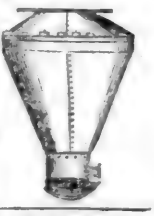
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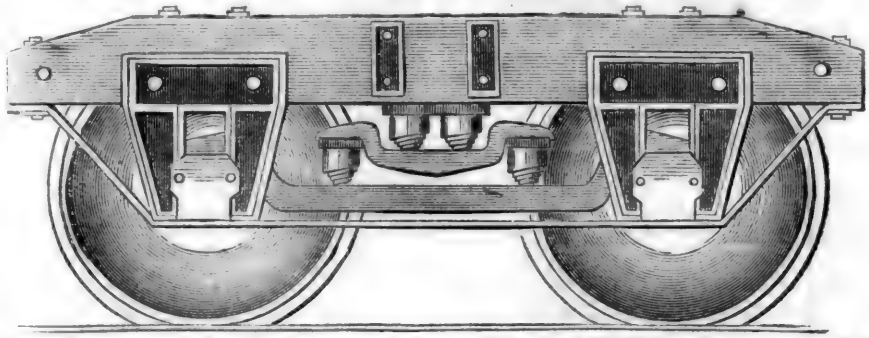
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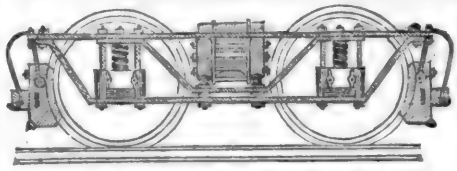
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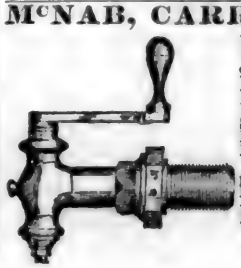
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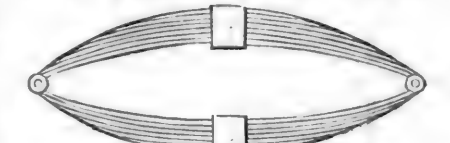
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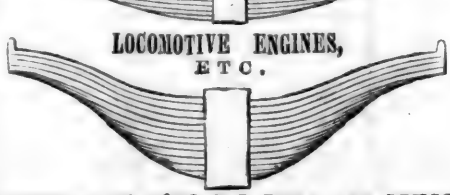


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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Victoria Bridge 281
City Railroads in St. Louis 282
Northern Central Railroad 283
Steam Engineering in 1859 284
Michigan Southern Railroad 292
Illinois Central Railroad 292
Liability of Consignor to Carrier for Freight .. 292
Wrightsville, York and Gettysburg Railroad .. 295
Covington and Cincinnati Bridge 295
La Crosse and Milwaukee Rai'road 296

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 7, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 263.)

Mr. Brunel in further discussing the subject of *Wooden Ice Breakers*, as used in America, to which I have before referred, says: "But in taking these as precedents, the question arises what has been the degree of success?" And then he asks, "Have we the means of judging, whether, if 50 of these were exposed to the action of the St. Lawrence, one or two would not be carried away every ten years; and what would be the result of *such* an average in the present case, where there are 24 piers?" And he solves the problem by the answer "that the probability would be that *one* or *two* bridge piers at the *least* would be carried away, or interrupted, on the average *two* or *three* times every 20 years." That is to say—if one pier out of 50 is carried away in five years, three would be carried away, out of 24, in ten years! This is new rule of proportion in "*probabilities*" which I confess I do not understand; but it seems to me quite evident that it was the rule applied generally in determining the dimensions and character of the various parts of the Victoria Bridge. On the other hand, he says that "the *same average* would give a probability of a hundred years duration in a single ice breaker." Now it seems to me that if out of 25 piers one is carried away every ten years, the "probability" in the case of a single pier is, that it would be carried away once in 250 years. This calculation of "probabilities," however, is out of place, even if correct, for the grand object is not to run *any risk whatever*. But in arriving at safety, it by no means follows that we should incur an excessive cost, and the question is not merely how to avoid risk, but how to avoid it at the lowest cost. It requires no skill to avoid risk *regardless* of cost. And if the only condition to be fulfilled is this, there would be no necessity for engineers. Anybody can accomplish it.

A great proportion of American bridge piers are constructed on foundations of *crib work*, filled with stone, where any serious depth of water is encountered; and such expedients have been uniformly successful. Mr. Liddell mentions an instance, with which I am familiar, of the bridge across the Richelieu River at Chambly, about 15 miles from Montreal. The river is about 1,000 feet wide, the current very strong, and the ice heavy. The piers of this bridge are of ashler face, with rubble filling, and are laid on a foundation of wooden cribs; yet they have withstood the action of ice for 20 years. The bridge on the Grand Trunk Railway, across the same river at St. Hilaire, built in 1847, by Mr. A. C. Morton, is about the same length, with similar piers, built on crib work of timber. These piers have not failed, although subjected to severe floods and heavy ice, and within the past three years the Grand Trunk Company have erected an *iron tube* on them. As Mr. Liddell says: "There is no appreciable risk run in adopting what has been uniformally successful." I believe, however, neither Mr. Stephenson nor Mr. Ross in their reports condemned Mr. Keefer's plan of cribs on account of any "probability" of their failing. The former, as before stated, merely argued that they would cost more than the ashler *cutwaters*, while the latter says: "You will also perceive that these *quarter acre islands* would occupy 25 per cent. of the water breadth of the river, one of the most prominent reasons for their abandonment *when first considered*." Now Mr. Keefer's plan contemplated 22 openings of 240 feet clear between the cribs, and one of 340, making a total clear width of water way of 5,620 feet at summer level. At the same level, the Victoria bridge has 24 openings of about 238 feet each, and one of about 324 feet, making a total of 6,036 feet. Then 416 feet, or less than seven per cent., difference in water way, which could have been more than supplied by the substitution of two more spans, at a far less cost per foot than Mr. Stephenson's embanked approaches was; therefore it seems the prominent reason why these cribs were abandoned.

Mr. Liddell says in relation to this: "Now considering that since the contract was made, a reduction in water way has been made to the extent of 1,332 feet, or three times the difference between the water way proposed by Mr. Keefer and that now adopted; this allusion to the *proportion* occupied by *these quarter acre islands*, does not bear examination."

Besides this, it seems not to have occurred to Mr. Ross that in the adoption of tubes, or other plans of superstructure, having no arches running down on the sides of the piers, narrower cribs might be used; and that a reduction of their width from 60 to 40 feet each, which would be perfectly admissible, would have more than supplied the 7 per cent. deficiency of water way.

The discussion upon the philosophy of "probabilities," between Mr. Liddell and Mr. Brunel, is interesting, and I may be pardoned for giving other portions of it.

Mr. Brunel says: "Engineering difficulties are very generally regarded as mere questions of expense; and assuming that a difficulty is to be overcome, and that judicious means are devised for the purpose, the execution or application of these means, may, generally speaking, be treated as a question of cost, *merely*; and if the required cost is incurred, the difficulty is assumed to be overcome, but this is not strictly true in practice. Very few of the great difficulties in engineering, resulting from natural causes, can be overcome, or the result rendered *positively certain*. * * * Success is at best but a question of *degree*, and what is called certainty, a mere question of probabilities. * * * While this is a strong argument against incurring excessive cost, it is also necessary to bear it in mind when considering plans *which have been found hitherto to succeed*."

It is necessary, he says, to ascertain "the *de-*

gree of that success," and the value "of the risk running" in these examples. Mr. Liddell in reply to this somewhat abstruse philosophy, remarks:

"With all due deference, I venture to examine the reasoning in these paragraphs as Mr. Brunel applies the principles they contain to determine the plan and dimensions of the piers of the Victoria bridge. * * So that Mr. Brunel deems it a mere calculation of 'probabilities' as to when the Eddystone Bell Rock and Skeddyvore Light houses are to be carried away—when the Thames Tunnel is to burst up—when the railway over Chat Moss is to sink—when the Menai Suspension bridge is to be destroyed—when the Britannia bridge—the Suspension bridge at Pesth—the Acqueduct at Roquefavour, and other triumphs of engineering skill are to be swept away. This is a view of these works which few will share. Mr. Brunel considers risk a strong argument against *incurring excessive cost* in the execution of a work. The assumption is that the difficulty is to be *judiciously overcome*, which precludes the idea of *excessive cost*, so that the argument is *ad captandem*."

Mr. Brunel says—"It is necessary to consider the amount of risk it is wise or profitable to run in the particular case under consideration." To which Mr. Liddell replies that "it would be unwise and unprofitable to run *any risk whatever*;" and he considers Mr. Brunel's views "as at once destitute of practical meaning and most derogatory to the science of engineering. The question really turns on what are the most judicious means of providing against risks."

But to leave the metaphysics of engineering, and return to more practical matters, and to the question whether such an expenditure as was incurred in these foundations was a "judicious means of providing against risks."

Other methods besides wooden cribs suggest themselves, and particularly that of *concrete* laid in *caissons*, a plan extensively adopted for foundations of the most important structures under similar circumstances. This method was suggested by Mr. Liddell as quite applicable to the Victoria bridge piers, but was strenuously opposed by Messrs. Stephenson and Ross, as well as Mr. Brunel. Mr. Liddell says: "The chief point for consideration seems, in fact, to be how to construct this part (the under water portion) in the shortest possible time. For the best manner of accomplishing this object, I advise that the piers up to the ordinary level of water should be formed of rough stone concrete, with cement laid in an iron casing; the upper portion of the piers to be built upon this in the ordinary way. * * My estimate for the 24 piers and two abutments, built in the manner recommended, with ice breakers for each, and for the embankments at each end of the bridge, amounts to £220,000. I have in this estimate adopted prices of work far above the English."

The difference in cost between the two plans is to be obtained by a comparison up to summer level.

As before stated, Mr. Ross's estimate as the cost of the foundations before laying the first stone, was 55 per cent. of the total cost of the piers, *i. e.*, £440,000—leaving the sum of £360,000 as the cost of the masonry, an average of £6 per cubic yard. There can be no great difference in the cost of laying masonry above or below summer level, the foundations first being prepared.

If, therefore, we assume one-third the masonry to be below water, we have £120,000 to be added to the cost of foundations, £440,000, making £560,000 as the cost of the piers below summer level. But if we take the price of two shillings and six pence per foot, which Mr. Ross says is "left for the masonry," and apply this to 40,000 yards, we have the sum of £135,000 only to deduct from the total of £800,000, leaving the cost below summer level, £645,000.

Mr. Brunel in discussing the question of these foundations says in regard to the plan adopted by Mr. Stephenson: "I am convinced that it would, practically, be the least costly in the first construction. * * The form and size of a simple ashler pier can be determined with some degree of certainty, so as to insure what may be *termed safety*. But the form, size, etc., of any combination of piles and stones, or iron plates and concrete, are none of them susceptible of being determined by any calculation from *precedent*. * * Any opinion, therefore, would be little better than *guess-work*." I feel convinced, he says, "that the result would be a much more costly work than a simple ashler pier."

Mr. Brunel, however, gives no figures or calculations, and therefore all the above is merely his *dictum*, having weight just so far as it will stand the ordeal of facts and figures.

To these assertions, Mr. Liddell opposes the following: "Suppose a caisson of wrought iron, fitted *in situ*, and then filled with *beton*, in the usual manner of doing such work. I will take the outer casing at 3,000 superficial feet, to make full allowances for the construction I propose, and the cubic contents at 12,000 cubic yards. The iron made on the average one inch thick, at £36 per ton, would cost £1,944, say £2,000. The *beton* made of the best cement and limestone of the district, would cost about £2 per yard *in situ*, or £2,400. The total cost would not therefore exceed £4,400."

This calculation being made for the deepest piers, and the average depth being only about two-thirds of the pier estimated for, he says: "The average cost of such foundations, for the piers, at the same rates, would therefore be £3,000; and this multiplied by the number of piers (24) is but £72,000. If it is said it is not strong enough, double the thickness of iron; sheath the cutwater in four inch forged bars; tie it all down with Lowmoor iron rods, three inches thick, let four feet into the rock at every 10 feet all around, and when you have multiplied all appliances to a needless superfluity of strength, you shall still not have reached *one fifth* the contract price of the foundations of these piers. I give this illustration to show how little an opinion put forward in the manner of Mr. Brunel's ought to be regarded."

Mr. Liddell proceeds to speak of the reliance to be placed on the use of concrete as demonstrated by the practice of engineers and architects in England, France and Germany, and broadly asserts that "a man who can deny the efficiency of concrete, must either be ignorant on the subject, or must wilfully shut his eyes to the facts. * * * There is *nothing more certain* than that such a construction as I have suggested would stand as well as the foundations recommended by others; *nothing more certain* than that they would stand *better*. Their specific gravity would be greater; their strength would be greater; their form to break the ice could be made the best possible, and the material exposed is harder and less destructible by abrasion than stone. Wrought iron in such position, of the least thickness proposed, would last for a century; and then, nature would have come in to assist the engineer, by rendering the concrete as hard and unchangeable as the rock on which it was founded."

Mr. Brunel mentions a case where concrete by being badly proportioned and mixed had failed, as an argument against its use. But as this simply proves that *poor* concrete should not be used, and as no engineer would think of recommending any but the *best* for such purposes, the case has no bearing. It is sufficient to say that its use is co-extensive with the construction of submarine works for a century past, and its service proves how groundless are Mr. Brunel's objections on this score. *Good* concrete like a solid ledge can only be broken by blasting. That a skilful use of concrete in iron caissons, in this instance, would have reduced the cost of these foundations £100,000, admits of no more doubt than the fact of its successful endurance of the most severe tests in numberless instances.

Upon the question of a "judicious means" of carrying the required load across the openings between the piers of the Victoria Bridge we might apply some of Mr. Brunel's philosophy, and if we bear in mind, that "success is but a question of degree;" and that "while this is a strong argument against incurring excessive cost, we must in adopting any particular plan, ascertain the degree of *success* which has attended its use," we might be excused for not adopting the tube, a plan of which there are but few examples, and those so recent that it would be premature to adopt conclusions, the object of which is to arrive at the nice point in the scale of probabilities to which this reasoning would bring us. For of all the plans of superstructure which could be suggested for performing the required service, less could be known by *precedent* of the tube, than any other. That the tubular system *may* fulfill certain conditions which no other plan can meet, and that in the case of the Britannia bridge it may have been precisely what the circumstances called for, is no sort of argument in favor of its applicability to positions where no such conditions exist. The structure which may be perfectly appropriate in one case, may be entirely inappropriate in another; and to say, as Mr. Stephenson says in his report, that the tube originated in meeting conditions that no other plan could meet, has nothing to do with the question as to the most "judicious" plan for spanning openings of 242 feet, each, in the Victoria Bridge. This is not a very long span. It was no new engineering task to be performed. It was not one involving any "degree of risk," for it had been accomplished repeatedly, and the "degree of success" was not a *fraction*, but a unit. It had not only been accomplished with open iron trusses but in wood. Its perfectly feasible and perfectly safe accomplishment by several well known plans had been demonstrated practically, in many instances, and hence there was no risk whatever in applying the same plans to the openings of this bridge. It was simply a question of first cost and maintenance; for if the sufficiency in strength be admitted, the questions of cost and maintenance

are the only elements involved in determining what would be a "judicious expenditure."

It was not by any means necessary that the superstructure should be measured by the magnitude of the piers that sustained it, or the abutments which connected it with the approaches.

The ice phenomena were not elements in the calculation at all, but the span of 242 feet of the Victoria bridge had no greater duty to perform than if it had been constructed over the most limpid brook in a climate of perpetual summer. The fact of its spanning a portion of a great river in which the most terrific phenomena occur, involved no greater necessity of extraordinary and special features than if it spanned the shallowest and most quiet puddle, or an equal space of dry land at an elevation of a foot above the surface. Yet the superstructure of this bridge involving the fulfillment of no unusual conditions cost more per lineal foot than any other beam of the same span designed for similar purposes, in the world.

(To be continued.)

City Railroads in St. Louis.

St. Louis has entered upon the experiment of City Passenger Railroads, and has already four separate lines in operation. We glean the following financial statements of the several companies from late reports to the Common Council.

The "*St. Louis Railroad Company*," opened the completed portion of their road in September, 1859. The cost to the 1st of March, 1860, was as follows:

Construction of roadway	$212,837
Cost of equipment	73,769
" real estate	12,000
Total cost	$298,604

The total earnings of the road from the 1st September, 1859, to 1st March, 1860, six months, were | $53,619
And the expenditures | 48,120
Applicable to taxes, dividends, interest, etc. | $5,499

The "*Citizens' Railway Company*" state the cost incurred on account of their road to the 31st December, 1859, as follows:

Real estate	$13,311
Rolling stock	19,518
Running stock	19,212
Stable construction	3,084
Road construction	62,312
Total cost	$117,437

This road was opened for traffic on the 15th August, 1859. From this date to 31st Dec., the total receipts amounted to | $33,043
And the expenditures to | 26,873
Leaving for taxes, dividends, etc | $6,150

The receipts for January were $4,089, and for February, $4,091—making a total of $41,223. The running expenses for January were $5,698, and for February $1,728—making a total of 37,319. Earnings less expenses for first six months of running, $3,903.

The "*People's Railway Company*" commenced running in September, 1859, and to the 25th February, 1860, earned in gross $23,071, and disbursed on account of operations $21,864—leaving for dividends, etc., $1,207 as the result of nearly six months operations wherewith to pay interest, taxes and dividends. The cost of the road of this company at the date above referred to was as follows:

Cost of roadway	$45 214
" equipment, harness, etc	1,839
" cars	15,011
" horses	11,139
" buildings, shops, stables, etc	5,650
" omnibus and wagons, etc	2,680
Expenses of agencies, etc	2,251
Total	$83,875

The "*Missouri Railroad Company*" states its condition on the 1st January as follows:

Receipts.		*Expenditures.*	
Stock paid in	$66,770	Construction & equipment	$76 674
Earnings	27,639	Operat'g exp.	21,518
Debts due	3,783		
Total	$98,192	Total	$98,192

The above shows a surplus of earnings over operating expenses for the period of six months from the 2nd July, 1859, on which day the cars commenced running, of $6,121—a sum applicable to interest, dividends, depreciation, etc.

These exhibits are certainly not favorable. The income is inadequate, Probably, however, the next year may add up stronger figures, and the results prove remunerative to the stockholders. At any rate these enterprises must pay indirectly in the increased value of distant properties and the greater facilities they will afford to city locomotion.

New Orleans, Jackson and Great Northern Railroad.

We learn that a contract for the completion of that portion of this road lying between Aberdeen and the Mobile and Ohio Railroad has been closed with Messrs. Barker, McAllister & Brother, to be completed within 18 months. That portion of the road, also, extending 26 miles north from Cocke, Bradford & Co.'s contract has been let to Wesson, Hazlehurst & Co. The 26 miles taken by Messrs. Cocke, Bradford & Co. are nearly finished, and will be ready for the iron by the 1st of April. Other portions of the road between this point and Canton are being contracted for, and the prospects are, that the entire road will soon be in course of construction.

Northern Central Railroad.

The Annual Report of this company for 1859, embraces the statements of the President, General Superintendent, Master of Machinery and Supervisor. Taken together these several reports set forth a most extraordinary condition of matters relating to the company's affairs.

The President is brief in his statements, but to the point. He says that "when the present board assumed the direction of affairs they found a large portion of the road between Baltimore and Bridgeport in a dilapidated and unsafe condition, and the financial affairs of the company equally deplorable." The engagements of the company, however, were met by an unexpected increase ($114,155) in the revenue which enabled the company to expend beyond the ordinary disbursements, considerable amounts in renewals and in the purchase of additional rolling stock. Much, still remained to be effected to place the road in a safe condition for travel.

To the General Superintendent the task of a detailed exposition is left. After a cursory review of the past, this officer boldly states what was the condition of the road on his accession to office. "The condition of the Northern Central road," he says, "then appears to have been this: that the portion below Bridgeport had been worn out, and that between Bridgeport and Sunbury had never been finished. Moreover there was a great want of rolling stock, there being neither a sufficient number of passenger cars, freight cars nor locomotives, and many of those that were upon the road were greatly out of repair." In another part of his report he states that the wonder is not "that the trains sometimes got off the track, but that they ever made a trip without doing so."

These denouncements do not belong to that portion of the road between Bridgeport and Sunbury which is new, and as the Superintendent declares well constructed, but as yet deficient in many respects.

During the past year, however, every effort at improvement has been made, large sums have been expended in making the road safe, and a comparative perfection has been attained.

Notwithstanding the condition of the road, however, no serious accident occurred to any of the 354,919 passengers who passed over it. This result is due to the strict supervision of the present officers and the good conduct of their subordinates. Very few accidents of any kind occurred above Bridgeport. Those occurring below that station "were owing," says the superintendent, "principally to the bad condition of the road, causing the engines and cars to leave the track or in some manner to give way."

The business of the road as reported for the year has been unexpectedly large. The amount of freight carried was 959,758,685 pounds, being an increase of 197,001,032 pounds over that of the previous year. The total carried on all the roads operated by the company (including the Wrightsville, York and Gettysburg, and the Sunbury and Erie roads) was 1,114,314,900 pounds. In the above amount of freight is included 222,531 tons of coal, being an increase of 57,378 tons over the quantity transported in 1858. Of this amount 86,637 tons were manifested at Sunbury, 80,810 tons at Trevorton, 41,935 tons at Millersburg, 7,977 tons at Dauphin and 5,172 tons at Wrightsville. About 100,000 tons were carried through to the city of Baltimore.

The number of passengers carried on the main line was 254,160, on the Wrightsville line 26,647, and on the Sunbury line 74,112—total 354,919, being an increase of 71,273 over the year previous.

The total revenue was $929,528, and the total expenses $588,941:—net receipts, $340,993. From the expenses, however, ought to be deducted $34,253 expended for construction and $104,557 for extraordinary repairs, which would leave a net revenue of $479,396.

During the year the Canton Division has been finished, and also the telegraph from Sunbury to Baltimore. The cost of the latter was $10,812.

The rolling stock has been increased during the year by the purchase of four locomotives, sixty-five house freight cars, ninety-five gondola cars and two passenger cars; and five old locomotives and 22 lime cars have been sold. The rolling stock now on hand consists of 41 locomotives and cars as follows—*eight-wheel:* 265 house freight, 146 gondola, 8 stock, 8 baggage and 31 passenger; *six-wheel:* 4 house freight, 61 lumber, 13 wood, 9 stone; *four-wheel:* 57 house freight, 156 lumber, 140 lime, 18 wood, 2 powder, 785 coal, 10 dumping and 32 ore.

The Treasurer's accounts giving a statement of the company's operations for the year and its financial condition on the 1st January, 1860, are as follows:

Revenue Account for 1859.

Receipts:—		
Passenger earnings		$252,096
Freight "		646,768
Mail "		29,363
Miscellaneous receipts		1,301
		$929,528
Less earnings of W. Y. & G. R. R. from 1st October to 31st December		6,199
Total earnings N. C. R. R. Co.		$923,329
Disbursements:—		
Transportation expenses		$272,781
Repairs of machinery		136,425
" road		159,033
General expenses		20,773
		$589,012
Less expenses charged W. Y. & G. R. R. Co. 1st Oct. to 31st Dec., 1859, as per contract		6,676
Working expenses, 63.06 per cent.		$582,336
Net revenue		340,993
Total		$923,329

Profit and Loss Account for 1859.

Interest on loans		$278,238
Dividend of $1.25 per share on 6,341 sh. W. Y. & G. stock		7,926
Sinking fund appropriation for year ending 30 Sept., 1859	$7,926	
Interest on S. F. investment	2,280	
Int. on uninvested appropriation.	18	
		10,224
Int. 6 per cent. on $62,000 W. Y. & G. bonds	$3,720	
Int. 6 per cent. on $31,513 W. Y. & G. debt	1,418	
		5,138
Accidents 6th March and 4th July, 1854,		3,073
Old claim		7
Interest account	$5,400	
Exchange	427	
		5,827
Balance unappropriated		41,914
Total		$352,947
Balance from revenue account		$340,993
Interest on $62,000 W. Y. & G. R. R. Co.'s bonds to 30th Sept. 1859		3,720
Int. on $31,513 W. Y. & G. R. R. Co.'s debt, to 30th Sept., 1859		1,418
Due on 3,173 shares W. Y. & G. R. R. Co.'s stock, to 30th Sept., 1859		3,966
Interest accrued on Sinking Fund for Loan No. 7, $2,500,000		2,850
Total		$352,947
Balances at credit 31st December 1859:		
Balance as above		$41,914
Balance 31st December, 1858		370,250
Total now at credit		$412,164

The earnings of the Northern Central Railroad and the roads operated by the company in 1858 and 1859 have been comparatively as follows:—

	1858.	1859.
Northern Central	$770,479	$864,494
Wr., York and Gettysburg	27,946	26,700
Westminster Branch	27	.....
Sunbury and Erie	12,151	37,033
Miscellaneous	4,769	1,301
Total	$815,373	$929 528
		815,373
Increase in 1859 over 1858		$114,155

Balance Sheet, Jan. 1st, 1860.

Railroad, Baltimore to Bridgeport		$3,779 977
" Bridgeport to Sunbury		2,981,341
" Canton Division		317,353
		$7,078,681
Real estate		315,622
Rolling stock		850,348
Cash and cash items		166,052
Bonds of W. Y. & G. R. R. Co.	$52,000	
Debt of " " "	30,996	
Stock of " " " 3,173 shares	125,765	
Stock of N. Cent. R. R. Co., 848 shares	42,400	
Bonds of Susq. and Tide Water Canal Co.	537	
		251,698
Sinking Fund for Loan No. 1.	$13,555	
In trust for S. F. for Loans No. 1 and 7	216,750	
Do. for Loan No. 7	17,335	
		277,640
Materials, machinery and tools on hand		67,580
Total		$9,007,605
Stock capital, 45,141 shares		$2,257,050
" " 59 " scrip		2,950
		$2,260,000
Owned by City of Baltimore and on completion of road to revert to company	4,000 shares.	
Owned by company (invested)	848 "	
Do. (Sinking Fund)	4,335 "	
Owned by individuals	36,017 "	
Loans secured by mortgage—		
No. 1, Coupon bonds of Baltimore and Susq. R. R. Co.	$150,000	
No. 2, Loan from Maryland	1 500,000	
No. 3, 1st mort. coupon bonds of York and Cumberland R. R. Co.	175,000	
No. 4, 2d mort. coupon bonds of York & Cumb. R. R. Co.	25,000	
No. 5, Bonds of Y. & C. issued for Susq. R. R. Co.	500,000	
No. 6, Contract bonds of N. C. R. R. Co.	292,800	
No. 7, Bonds of N. C. R. R. Co. (new)	2,086,500	
		4,728,800
Debt to City of Baltimore which on completion of road reverts to the company		850,000
Outstanding liabilities—		
Bills payable	$485,549	
Coupon account	81,881	
Loan account	41,450	
Bills for November and Dec.	92,165	
Dividend account (W Y. & G. R. R. Co.)	4,355	
State of Maryland	22,500	
Individuals and corporations	23,602	
		751,502
Switch grants (per regulations)		2,639
Bonds for right of way, due 1st July, 1863, and 1st Jan., 1868		2,500
Surplus profits		412,164
Total		$9,007,605

Board of Directors and Officers, 1860.

President—John S. Gittings.

Directors on the part of the City—Chas. George Ridgely and A. Fuller Crane.

Directors on the part of the Stockholders—James Frazier, Peter Mowell, William T. Walters, Adam Denmead, John Merryman, Aaron Hoffman, Simon Cameron, Amos E. Kapp, William Colder, J., Alexander Small, Jacob S. Haldeman, William Cameron.

Secretary—Robert S. Hollins.

Treasurer—John S. Leib.

Chief Engin'r and Gen. Sup't—A. B. Warford.

Steam Engineering in 1859.

(Continued from p. 236.)

In the preceding paper, the attention of the engineering reader was directed to the prevalent defects in the conveyance of steam through the pipes and cylinders; and it must be confessed that among practical men the most lamentable ignorance exists, and for the simple reason, that the evils referred to are not immediately evident. The cylinder and the steam therein make up their own accounts, and very few take the trouble to investigate the balance.

A fall of three or four inches in the vacuum is sufficient to alarm the most indifferent engineer, but a loss of 30 per cent. by condensation is not worth consideration.

Does the use of superheated steam economize the fuel? The answer to this question must be in the affirmative; facts are stubborn things, and we have just now ample proof that the economy arising from superheating steam is a fact.

Then, whence does this great economy of 20 and 30 per cent. arise? Is there some new and mysterious property given to the steam in the process of superheating? or can the improvement resulting be accounted for in an ordinary and common-sense way? We believe it can.

The result arising from the use of the superheated steam reflect severely and most justly on the positive ignorance of steam engineers. How is it that there is sufficient *waste* heat from the boiler furnace in the present boilers, to supply the additional heat to the steam? We excuse an answer, as there are so many other considerations intermixed with the question. One thing is quite certain, that if the exact *cause* of the economy is not understood, steamship owners, at least, appreciate the *result*.

As far as can be judged from the best information and the most reliable experiments on the effects of supplying steam with heat in addition to that acquired in its generation, there is reason to believe that the practical effect of such addition, is simply to prevent the condensation in pipes and cylinders before referred to.

There are two facts connected with superheated steam that deserve especial attention.

The first is that steam, having a temperature due to its pressure, may, whilst in contact with the water, have an additional temperature of say 100° given it, so that the steam in contact with the superheated flue may be 350°, whilst the steam and water below it are only 250°.

The second fact is that superheating steam appears to have little or no effect on its pressure; thus we have seen steam of 250° superheated to 360°, with little or no difference in the pressure—indicating that superheating isolated steam does not, *per se*, give much increased power. The question that engineers have to decide is whether the fuel is best consumed in superheating, or generating steam.

Strictly speaking, we have no right to say so much on this subject, as it is at the present time quite an exceptional one; but we hail it as an omen of better times, and a great blessing to steam engineers, tending to make them more reflective.

Steam jackets or casings around the cylinders of steam engines are also recommended to counteract the premature condensation of the working steam. With few exceptions their adoption has given increased duty for a given consumption of fuel; and, in fact, if there is a loss of 20 or 30 per cent. by premature condensation—a fact we believe fully proved—it is quite certain that a casing about the cylinder, must of necessity prevent this loss. The question then remains as to the cost of supplying these casings; and here we undoubtedly require more definite and reliable information. Steam casings being the exception, and not the rule, experimenters have been few and far between; and unless special arrangements are made, it is difficult to estimate the relative values of the power lost by condensation in the casing, and the power gained by preventing condensation in the cylinder.

The amount of steam condensed in the casings is stated variously from 3 to 12½ per cent. of the total steam generated; in no case has it been found to exceed 12½; indeed, the average may be taken at much below that amount.

If, therefore, as has been proved beyond a doubt, the condensation in the cylinder amounts often to 30, and that in the jacket we will say to 10 per cent., the result is a saving of 20 per cent.

Again, in the cylinder the per centage of condensation increases so rapidly with the increase of expansion, that the economy due to the increased expansion is almost neutralized; hence it is that we have never derived, and never can derive, from expansion in non-heated cylinders, the results that may be always obtained when the normal temperature of the working steam is maintained.

In steam-casings the condensation is practically uniform at all rates of expansion, and is almost uniform in point of time. Not so the working steam; it makes all the difference whether 3 lbs. or 6 lbs. weight of steam is used per stroke; in the first case (in general terms) the condensation is 30, and in the second only 15 per cent.

With those who deny that steam-casings are economical, the reason almost universally given for that denial is, that it does not matter whether the condensation takes place in the casing or in the cylinder, as the *amount* is the same in both cases. This is only a rough and ready way of burking a subject not understood.

If practice indicates opinion, steam-jackets have little to hope for from the present race of engineers. Nevertheless there are a few who at least will fairly set the question at rest by experiment before they form a decided judgment thereon.

Where money is plentiful it is freely spent, and the same may be said of fuel,—with this difference—that, in the former case, a man does get something which he considers the value of his money, whilst with fuel we spend a shilling and obtain two pence as returned value.

It is quite unnecessary, even in 1859, to take any trouble to prove that 1 lb. of steam expanded in the cylinder will give out a greater power than 1 lb. not expanded; and that the power obtainable from 1 lb. of steam increases in a certain ratio with the expansion.

This remark brings us to the second point of our present subject—the *use* we make of steam in a steam engine.

It must be admitted that the expansive property of steam has been generally appreciated, and of all improvements tending to economy, has had the most supporters; and yet even this most important branch of steam engineering is neglected by the bulk of those who supply and use steam power. Is it not a fact that, on land and sea, an efficient expansion valve gear is the exception, and not the rule?

Pumping, water-works, and some other large land engines, are often fitted with arrangements for expanding to any extent; but take the thousands of small engines from 6 to 60-horse power, and, as a general rule, they have no expansion gear.

In marine engines the neglect on this point is perfectly unaccountable, and most discreditable. When an attempt is made to expand, how is it done? Why, generally, either by the link-motion, which is quite useless for large cylinders, if an expansion of four times is required; or by the cam and throttle, the latter often placed some distance from the main slide, with all the disadvantages of such an arrangement.

The introduction of the link-motion is one of the few solid improvements of the present day; for, although it can only be considered as a step in the right direction, it has been invaluable as a mechanical arrangement, and has been *one* of, if not *the* chief cause of so much more attention to the economy of expanded steam. The marine engineer must regard the link, as a reversing gear, almost with positive affection; so handy, so certain, and, at the same time, such a fair apology, as the times go, for an expansion gear.

But the link will not enable us to expand the steam six, seven, eight, and nine times.

Before the introduction of double-ported valves in marine engines, perhaps no cut-off could be more effectual than the additional slab slide on the back of the main slide, and worked by a separate eccentric, arranged with a segment to alter the expansion at pleasure; and this plan is increasingly adopted in land engines as simple and effective. We only mention it as a plan perhaps more generally approved than any other.

With the prospect of increased pressure and increased economy, a simple and effective expansion is a great desideratum. It is quite beyond the purpose of these remarks to do more than point out the want.

The naked truth is, that the mass of steam engines are *not* fitted with expansion gear, and the owners of such are spending a shilling where six pence would more than suffice; the old story.

The link motion is better adapted for locomotives than any other description of steam engine, but yet it does not fulfil the conditions necessary for the most profitable expansion of 150 lbs. steam.

Notwithstanding the convincing arguments of those who uphold that low pressure is more economical than high pressure steam, it is to be feared the tendency of the age is to go up the pressure scale as rapidly as vessels can be invented adapted for such increased pressure; and we have a conviction not easily removed that this tendency is a progressive one. A few years ago, 10 lbs. per square inch was a high pressure for marine boilers; now 20 lbs. is the usual pressure in new contracts, whilst 25 and 30 lbs. are not uncommon; either, therefore, the low pressure advocates must be in error, perhaps through not having clearly ascertained the value of some x y in their calculations, or—sad alternative—our progress is retrogressive.

As far as our judgment and experience can be relied on, we hold the opinion that the full economy obtainable from steam as a motive power can only be realized by employing the highest pressure of steam compatible with safety; and we also believe this opinion is held so strongly by our first engineers, that it will be exemplified in their practice to such an extent as improvements in the generators will permit.

The very method of designing engines prohibits much benefit from expansion. The diameter and length of cylinder is *first* decided on, and then a boiler is designed to fill that cylinder at least half full per half stroke; and, as the boilers weaken by age, the pressure and expansion are reduced together, so that a disgraceful beginning has a miserable end.

This defect in designing is very frequent with marine engines, for, in consequence of salt incrustation, a reduction of the pressure is more certain, and occurs earlier, than in land engines.

The generator should be the starting point of design; there should be no difficulty with a thoughtful and observant engineer in ascertaining what quantity of steam can be supplied, of a given pressure, with a fixed rate of combustion, and a fixed ratio between it and the heating surface. Having fixed his ratio of supply, he can, with the most undeviating certainty, decide on his revolutions, rate of expansion, capacity of cylinder, and actual power required. But no; this, the most easy, most rational process, is considered the most difficult, and your practical man tells you that to get a certain speed out of a ship, "if you have a 50-inch cylinder, you will do it." Do it? yes, as many an unfortunate ship-owner has been "done."

Before leaving this part of the subject, it may be as well to allude to the advantages alleged to be derived from the combination of a high and low pressure cylinder; and it must be admitted that such engines have been more economical than ordinary single cylinder engines. But why is this so? Is it in consequence of the two-cylinder arrangement? This has never been proved. The reason we believe to be simply this—that all double cylinders are necessarily, by their very construction, *expansion* engines; whereas the cases are rare in which the single cylinder is fitted to carry out the expansion to an equal extent. With an equal amount of expansion, the single cylinder should be the most economical; at the same time, the double cylinder arrangement, although more complicated, has the most even motioned during high expansion.

We have purposely avoided any theorizing as to the realized increased duty from various rates of expansion, as such information can be obtained from many sources. By a proper use of the expansive property of steam alone, we can effect a certain saving of at least one-half of the present cost of steam power.

Our next and last subject is connected with the disposal of the steam.

In locomotives and non-condensing engines the waste occasioned by the escaping steam will be in inverse proportion to the rate of expansion, and the abstraction of heat to raise the temperature of the feed-water. With reference to the latter, a saving of from 10 to 15 per cent. may always be obtained by passing the exhaust through or over the feed-water; but even this simple arrangement is often neglected—indeed, it is so in the majority of cases.

In condensing engines it is of great importance to reduce to a minimum the units of heat passed into the condenser; and here again we recognize the importance of extreme expansion and no premature condensation. Any defect that allows 2 lbs. of steam to do only the work of 1 lb. is not only a first loss in itself, but ultimately it injures the efficiency of the condenser by admitting into it nearly the total heat contained in 2 lbs. of steam, instead of only that contained in 1 lb. Hence, it is a proved fact, that with superheated steam or steam jackets, much less water is required to condense a horse-power of steam.

In speaking of steam generation, we called attention to the apparent necessity of the loss arising from the escape of the heated gases requisite for a draft; and now, in concluding our remarks on the disposal of the steam, we have to confess that the discharge of a large mass of heated water appears an unavoidable loss; we take only some 4 per cent. of it to feed the boiler, and the remaining 96 per cent. is wasted. The temperature of the feed-water thus supplied, averaging 100°, *may* always be raised to 200° or more, by abstracting the heat from the brine, discharge, or scum, but it *is not*.

With steam of 20 lbs., a vacuum of 10 or 12 lbs. is an important addition, but it is questionable whether the addition of 10 lbs. to a pressure of 150 will repay the cost of fitting and working the air pumps; all will depend upon the extent of expansion.

And now a word about surface condensation, and the advantages to be derived from its introduction into steamships.

It would be difficult to overrate those advantages. A saving of at least 20 per cent. of fuel—clean pumps—small air-pumps—regularity of feed—and, above all, the consequent introduction of high pressure steam.

It is matter of surprise and regret that such authorities as Mr. J. Scott Russell and Mr. Bourne should inform the young engineer that surface condensation is not sufficiently rapid. This is a bug-bear that has haunted many, and tended to repress an improvement that *will not* be repressed. It is not for us to say how or when surface condensation will be generally introduced; we can only put, on the one side, the many advantages its introduction creates, and, on the other, the trifling mechanical difficulties to be overcome, to effect its adoption. And who will question the result?

Next month we shall allude to the mechanism of the steam engine; and, in the following number, concludes the series with a *resume* of the whole points touched upon.

(To be continued.)

Ogdensburg Railroad Bonds.

The time of payment of coupons on the Ogdensburg 1st mortgage bonds has been changed from April and Oct. to Jan. and July, and the bonds are to be extended for 10 years from 1st July, 1859.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,482,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	205.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '53	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	....	....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	127½
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	β	....
31 Mar. '58	59.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	....	45.1	....	....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	.....	.....	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	390,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '50	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102½
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- --	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	60
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,369	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	....	75.0	....	....	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	64
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	62½
-- -- '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,805,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	38
31 Dec. '58	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	80.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22.001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413	—		180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	95
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	70½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	154
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	101
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	107½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	107½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,284	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	67½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	99
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—		298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363.158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—		223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	108
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	.....
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—		448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—		385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	124
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	111½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	45
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	10½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	.....	...	...	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.6	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	38	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	67½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.6	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	38,577	8	93½
31 Mar. '58	58.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	53.170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	83,750	3,068,400	299,500	25,800	3,393,900	82.0	268.657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,883	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	68.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	98.2	.....	2,378,392	1,189,399	12	125
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	80	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	127½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	63,400	8	.....
30 Sep. '58	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	105,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—		216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	.....	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	.....	.....	ope	r. by W	estern.	.....	6	.....
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	.....	37.5	34,424	60,524	32,413	—	.....
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	16,530	23,554	9,204	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	.....	541,249	172,321	—	.....
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	.....	87.8	356,145	814,116	359,609	6	.....
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	.....	34.6	59,539	59,421	5,092	—	.....
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	.....	ope	r. by N.	Y. & E.	24,000	7	.....
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	.....	.....	.....	.....	.....	.....	.....	ope	r. by Re	ceivers.	.....	—	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	.....
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	.....	ope	r. b. B.N.	Y. & E.	.....	—	.....
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	49,519	58,207	10,840	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	40
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	.....
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	.....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,669	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	75
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	12½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	10½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	.....	1,494,000	.....	.....	121.8	311,404	410,806	127,013	—	.....
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	.....	75.4	98,686	94,385	44,715	—	.....
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	.....	.....	46.2	89,380	208,223	33,946	3	.....
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	.....	18.4	32,980	37,280	18,590	2	.....
30 Sep. '58	18.0	—	1.0	—	—	—	2	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	.....	.....	ope	r. by Ren	s. & Sar.	30,150	2½	.....
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	.....	54.5	107,506	139,388	32,196	—	.....
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	.....	—	—	—	—	—	.....
30 Jun. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	.....	81.3	148,240	177,627	74,359	—	.....
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	.....	27.2	61,614	125,042	53,289	—	.....
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	.....	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	.....	ope	r. by oth	er Co's.	.....	—	.....
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	.....
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	457,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	—	77,294	.....	—	—	—	—	—	.....
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,226	146,812	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,358	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,850,710	60.3	.....	489,437	249,666	7	68
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	87
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110½
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	h
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	25½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	83
31 Dec. '58	72.0	—	.....	72.0	.....	.....	.....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,000	124,559	66,779	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	980,202	104,912	—	289,692	700,000	90,432	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	388,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83½
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	.....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,996	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	.....
31 Dec. '59	20.0	—	4.0	—	—	—	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,820	2,787,000	377,818	6,320,638	55.7	.....	347,302	188,398	.....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	76
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	43
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
30 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,276	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,716	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,085,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	6,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.245	159,456	82,182	—	.....
.. .. '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	23.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	1½
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. .. '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	863,213	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	87.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	———	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	888,493	———	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	———	8,090,000	48.7	.....	1,925,444	1,360,180	12	185

State Report, 1859.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83½
" "	700,000	6	1880	83
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana :				
1st Mortgage convertible	791,000	7	1866	57½
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	----
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1859, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,060,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	91
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	93
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	66
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1876	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1883	75
Tol., Nor. and Clev. 2d Mort.	299,000	7	1883	----
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	----
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	65
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**	----------	---	------	----
***Columbus, Piqua and Indiana :**	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
	----------	†	------	----
	----------	†	------	----
Dayton and Michigan :				
	----------	---	------	----
	----------	---	------	----
Dayton and Western :				
1st Mortgage	300,000	---	------	----
2d Mortgage	----------	---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
	----------	---	------	----
	----------	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1791	----
Free Land, 2d Mortgage	----------	8	1791	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	87½
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
	----------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill :				
	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	102½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central :				
Optional Right Scrip	65,000	7	1868	----
Construction	12,885,000	7	1875	91½
Construction	4,115,000	6	1875	91½
Free Land	3,000,000	7	1860	104
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland :				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kentucky Centr. (Lex. and Danv.) :				
	----------	---	------	----
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Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	60,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	9
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	•
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	38½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	86
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	93¼
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96
2d Mortgage	1,000,000	7	1864	94
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	210,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
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Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	79
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Penn-sylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y's	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
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Peru and Indianapolis:				
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Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	96¼
Mortgage	1,572,800	6	1860	93
Mortgage (convertible)	886,000	6	1860	93
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	81
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	----
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	96
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1868	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
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Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	45
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L.Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L.Er., W. and St.L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18½
2d Mortgage	----------	---	------	---
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ----	----------	---	------	----
---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, April 7, 1860.

Michigan Southern Railroad.

A statement just issued by the Michigan Southern Railroad Company, shows the condition of the road on the 1st of March.

The capital stock (common, 61,146 shares; guaranteed, 28,936 shar.) represent'g.		$9,018,200 00
The bonded debt		9,531,000 00
The floating debt (includ. pay-rolls)		1,086,793 60
Total		$19,635,993 60
The floating debt in Nov., 1857, was.		$2,415,527 00
The floating debt in March, 1859, was		1,244,774 00
This debt, proper, March 1, 1860, was	$685,588 51	
(Of which $408,204 is secured.)		
Add pay rolls and vouchers for last two mos., and conting'cies, less cash in agent's hands.	140,169 38	
Making	$825,867 89	
Add coup. unpaid Feb. 29, 1860	261,025 71	
Total, March 1, 1860		1,086,793 60
The receipts of the year from all sources were		$1,834,421 00
Operating expenses, including taxes	$1,105,234 59	
Treasurer's office and Eastern expenses	20,693 36	
		1,125,927 95
Net surplus		$708,493 14
The interest account for the year is		748,556 76
Deficiency		$40,063 62
Add the year's appropriations due sinking fund		32,935 00
Total deficiency		$72,998 62
The past year the earnings have been reduced		$185,603 87
Expenses were reduced		116,356 56
Net decrease		$68,646 51

Accompanying this statement is a circular, signed by Mr. Bliss, President of the road, warning the stockholders against "certain outside parties, professing to be dissatisfied with the course of the directors, and who have combined to change the direction by installing themselves and their friends with control of the road. One object avowed by these parties is to *raze* the stock and bonds to a reduced aggregate." To all this, the New York *Times* well replies that the effect of the new movement has been to advance the market value of the share capital and bonds of the road from *five* to *seven* millions of dollars, showing the public estimate of the value of the proposed change, compared with the past policy of the company. The greater part of the advance is undoubtedly due to a hope that the proposed change will inaugurate a more successful policy.

Albany Vermont Railroad.

This road, which extends from Albany to Eagle Bridge, 31½ miles long, was purchased on the 4th inst. by several parties, chiefly residents of Troy, who will forthwith organize a new company. The price was $307,000; original cost, $2,600,000.

An Invention to Save the Oil Used in Lubricating Car Axles.

The immense amount of oil used in lubricating the rolling stock of railroads, makes it an object of no small importance to save it, and it affords a tempting field in which to test the skill of the inventor. The journal box, which is the subject of this article, may not be successful, it has yet to stand the test of thorough trial; but, nevertheless, it may serve to awaken thought and attract attention in other quarters, which will ultimately be of service.

The invention consists of a box in which the shaft is intended to rest; but instead of resting upon a smooth stationary iron surface, the shaft rests upon a number of rollers which entirely encircle it, and as the shaft moves, chase each other around it. The principle is that of moving a heavy body upon a plane by placing it upon rollers instead of attempting to slide it. Between the larger rollers, upon which the weight of the shaft rests, there are intermediate and smaller rollers, which perform the office of keeping the rollers in their proper position. As the axle revolves, all the rollers travel with it in a given direction, and as all roll, and in no case slide, it is maintained that there is no friction, and no oil is necessary for lubrication. The lateral or end thrust of the car axle is received upon three globes, placed in a cup fitted for that purpose, between the "box cap" and the end of the axle. In turning curves the lateral pressure is thus greatly reduced. We understand that this box is being placed upon some of our city railroads for trial.

Illinois Central Railroad.

We published a week or two since a brief synopsis of the report of the directors of this road to the stockholders, for the year 1859. We have now detailed reports of the heads of the several departments with full statements and tabulated results of the operations of the year. These are accompanied also by the reports of the trustees under the mortgages. These various documents are too voluminous for our columns, but we condense from them such portions as are of general interest, and to such an extent as may be necessary to an understanding of the general condition and prospects of this road.

The General Statement is as follows:

		Dr.
Permanent expenditures		$24,166,782 19
Interest account	$5,293,170 29	
Less avails of interest fund	564,966 81	4,728,203 48
Working stock and supplies		429,954 40
Trustees free land bonds defaced		550,000 00
Loss on issue of 970,000 debenture bonds due July 1st, 1861		145,262 50
		$30,020,202 57
		Cr.
Share capital paid		$11,117,090 00
Construction bonds		15,387,902 06
Free land bonds		2,079,876 61
Optional right bonds		61,000 00
Debentures due July 1st, 1861		683,970 00
Net floating liabilities		675,601 00
Trustees Peoria and Oquawka Railroad bonds		20,000 00
Free land interest fund		44,761 96
		$30,020,202 57

Of the 255,000 shares authorized, 175,000 have been issued. There had been paid on these shares up to Jan. 1st, 1860, as follows:

On	22,333 shares,	$100 per share.	$2,233,300
	3,171 "	70 "	221,970
	149,101 "	60 "	8,946,060
	391 "	40 "	15,640
	4 "	30 "	120
	175,000 shares.	Total.	$11,417,090
Amount carried to interest fund in '51.			300,000
Net balance as shown in general balance above			$11,117,090

Construction bond account stands as follows:

$12,885,000 7 per cent., and $4,115,000 6 per cent., redeemable 1875.	$17,000,000 00
Loss on issue	1,612,097 94
Net amount as shown in the general statement	$15,387,902 06

Of these bonds there had been canceled by proceeds of construction lands and delivered to the trustees up to Jan. 1st, 1859 $927,000
Amount canceled during 1859 391,500

Total canceled to Jan. 1st, 1860	$1,318,500
Balance	15,682,500

Free land bond account stands as follows:

Total issue bearing 7 per cent. but redeemable 1860	$3,000,000 00
Deduct loss on issue	920,123 39
Net amount as shown in general balance	$2,079,876 61

Of these there have been canceled by proceeds of free lands up to Jan. 1st, 1859 $123,000
And during the year to 1st Jan. 1860 59,000
And by payments on full paid stock 550,000

Total	$732,000
Balance	2,268,000

The optional right bonds stand as follows:

Total issue		$2,518,000
Amount canceled	$2,515,000	
Amount rec'd on full paid st'k.	5,000	
		2,520,000
Balance outstanding as shown in the general statement		$61,000
7 per cent. debentures due July 1st 1861, total issue		$970,000
Amount received on full paid stock and $10 instalment		336,030
Amount outstanding as shown in general balance		$633,970

Floating liabilities are stated as follows:

Bills payable in London	$720,000 00
Bills and accounts payable in N. Y.	459,067 80
Do. at Chicago office	431,011 97
	$1,610,079 77

Offsetts by the following assets:

Cash and available assets	$283,699 42
Miscellaneous assets	284,569 98
Bills and accts. receivable at Chicago.	366,208 43
Total offsets	$934,477 83
Net amount of floating liabilities as shown in the general balance	$675,601 94
Permanent expenditures to 1st January, 1859, were	$23,726,240 81
Do. for year 1859	440,541 38
Total to 1st Jan'y, 1860	$24,166,782 19
as shown in General balance sheet.	
Interest account to 1st Jan'y, 1859.	$3,886,733 24
Amount for the year	1,406,437 05
Total 1st Jan'y, 1860	$5,293,170 29
Reduced by net earnings and sales of Interest Fund Lands as shown below	564,966 81
Balance as shown in Gen'l Statem't.	$4,728,203 48

The working stock on hand consists of the following:

Fuel	$133,269 76
Merchandise	24,603 62
Engineering materials	80,139 02
Materials at shops	190,158 73
Stationery	1,783 27
	$429,954 40

The receipts from operation for the year 1859 were:

From Passengers	$811,411 90
" Freight	1,107,019 10
" Extra baggage	2,746 00
" Mails	75,867 49
" Express	22,217 30
" Rents	5,344 85
" Rent of property	65,558 15
" " engines and cars.	16,880 01
" Storage and dockage	336 30
" Freight over Peoria & Oquawka R. R.	7,067 06
Total receipts	$2,114,448 98

Operating expenses:—

General expenses	$74,456 80	
Maintenance of way	437,392 85	
Station expenses	216,627 95	
Maint'nce of machinery.	274,124 25	
Damages	22,905 95	
Train attendance & supplies	141,565 91	
Fuel, oil and waste	235,019 93	
Salaries	66,777 56	
Sundry items	20,708 82	
		1,489,579 52
Net earnings for year 1859		$624,869 46
Deduct charter tax		132,104 46
Net amount carried to interest fund		$492,765 00
Add sales of interest fund lands.		72,201 81
Total carried to interest fund as above,		$564,966 81

LAND DEPARTMENT.

The whole grant was for 2,595,000 acres, appropriated as below:

To secure the payment of—	
$17,000,000 construction bonds	2,000,000 acres.
Interest on do.	250,000 "
$3,000,000 free land bonds	345,000 "
	2,595,000 "

Sales have been made as follows:

Constr'n l'ds, 1859.	21,718.49	acres for	$243,755 73
Free " "	5,020.06	" "	70,177 54
Interest " "	1,324.89	" "	22,927 80
Total, 1859.	28,063.44	" "	$336,861 07
Add advance interest and interest on notes, and town lot sales			78,168 82
Sales to Jan'y 1, 1859, less cancelations in 1859			15,320,807 13
Total sales to 1st Jan'y, 1860			$15,735,837 02
Add purchased lots and lands sold,			53,423 28
			$15,789,260 30

Lands remaining 1st January, 1860:—

Construction lands	1,118,620.75 acres.
Free "	150,777.09 "
Interest "	88,841.61 "
Unsold—total	1,357,739.45 "
Sold "	1,237,260.55 "
Total	2,595,000.00 "

Average receipts per acre for all lands sold, $12.60.

The report of the company is full and explicit upon all matters of interest to the stockholders; everything is given that can help them to a full understanding of the value of the enterprise. So far it is calculated to give entire satisfaction.

There are some features connected with the history of the road encouraging for the future. Its earnings have fluctuated less than any road entering Chicago, while for the present they will exceed largely that of any previous year. In the annexed statement they are given for a period of five years in comparison with several other Chicago roads.

Year.	Illinois Central.	Galena & Chicago.	Chicago & Rock Isl'd.
1855	1,532,118	2,315,786	1,242,906
1856	2,357,203	2,416,343	1,416,304
1857	2,293,965	2,315,787	1,886,196
1858	1,976,578	1,506,710	1,407,841
1859	2,114,448	1,369,144	889,300

	Michigan Southern.	Michigan Central.	Chicago, Burlington & Quincy.
1855	2,595,681	2,215,283	
1856	2,714,848	2,800,442	1 233,024
1857	2,233,745	3,161,887	1,640,428
1858	2,015,749	2,417,915	1,505.166
1859	1,824,431	1,838,129	1,044,573

The earnings of other Chicago roads for the last year, on the average, were about one-half the highest point they reached in 1856 and 1857. Those of the Illinois Central were only 10 per cent. less than for 1856 the highest point reached by that road. Its earnings for the current year will probably exceed those for 1856 by $450,000. The gain for three months of the current year has been $169,096, as follows:

	1859.	1860.	Gain.
January	$132,024	$187,416	$55,392
February	133,183	186,189	53,006
March	152,182	212,880	60,698
	$417,389	$586,485	$169,096

The gain for the three months has been at the rate of 41 per cent. A similar gain for the year will give $2,980,000 as the gross earnings. This point may not be reached. The per centage of increase, however, should be maintained, as a continuous route by railroad is just opened between Chicago and New Orleans, which must add very largely to the earnings of the Illinois Central over last year. This connection was only formed in February last, and has not been appreciably felt in the earnings for the first quarter of the year.

The early recovery in the earnings of the Central shows the rapid development of the country on its route. It is now working into a large *North* and *South* traffic. Its line, with its complement to New Orleans, traverses nearly all the extremes of climate favorable to production, and coincides with the natural routes of commerce. This fact is undoubtedly one of the causes why its traffic has held out so well, while that of most of the Western roads has suffered so severely.

Revenue of Canada.

The public accounts of the Province have been published. They show an increase in the ordinary revenue, and a decrease in the ordinary expenditure, of 1859, as compared with 1858. The figures are:

	1858.	1859.
Expenditure	$8,939,809	$7,806,804
Revenue	5,774,973	7,421,482

It is, of course, unsatisfactory to see that the revenue is not yet less than the expenditure, but the difference in 1859, as compared with 1858, gives ground for satisfaction. The gross expenditure was, in 1859, $11,008,360. The gross income was $10,573,411. The total increase of Provincial liabilities, in 1859, was therefore only $451,979.

Automatic Car Coupling.

The many dangers attending the ordinary method of coupling cars, by stepping in between them and placing the bolt in position by the hand, renders any improvement, which will do away with the necessity of going between the cars very desirable. There have been many contrivances, by which inventors have sought to accomplish this object. Many patents have been granted, nearly all of which have been complicated in construction, unsafe in operation, and always getting out of order. The invention we have in mind was patented by Messrs. Lapham & Burns, May 25th, 1858, and from the simplicity of its construction, and the perfect working of the model which we have inspected, we do not see why it will not prove perfectly successful, when reduced to practical working upon our cars. The whole machinery consists of but three pieces—the common link, a tilting hook, and a crooked weighted lever resting upon a fulcrum. As the link is shoved into the bumper, it strikes the tilting hook, shoving it back and throwing up an arm between the sides of the link, and secures the link firmly against the interior front of the bumper. At this point the crooked weighted lever falls by its own weight, and securely fastens the tilting hook in its position, and the two cars are thus firmly fastened together. When it is desired to uncouple the cars, a chain or rod fastened to the crooked weighted lever is raised, and this relieving the tilting hook, the link is allowed to pull out. This seems to be so simple that it cannot but be successful, and the many lives annually lost will justify the expenses necessary to place them upon all our cars.

The New York Smelting Company.

We take pleasure in noticing the establishment of this Company for the purpose of smelting gold, silver and lead ores, inasmuch as it is the first effort that has been made in this country to divert a large and profitable business hitherto exclusively confined to Europe. There is no reason why the large and valuable product of our vast mineral region should, at additional cost of time, labor and money, be exported to Europe to be converted into metal; and we have no doubt that the facilities offered by this company, will afford an impulse to mining in the United States, which it has as yet been deprived of. Gold ores being principally treated by the amalgamating process, when rich in metal, do not so much require the aid of the smelter; but for silver and lead, when separate or together, or when containing a per centage of gold, the process in use at the Company's Works at Staten Island, is found most efficacious and economical. The ores, we learn, are purchased by assay, or the entire value paid to the proprietor less a charge per pound for smelting. The celebrated Washoe silver ores are being successfully treated in the furnaces, and also lead and silver ores from North Carolina, Vermont, New Hampshire, Newfoundland, New York and Pennsylvania.

It is simply a matter of fact that European smelters are realizing large fortunes in the prosecution of their business; and we can see no reason why the same result should not attend the same enterprise here, when conducted on the same principle, and with equal if not greater facilities, with the added advantage of being nearer the place of production thus saving time, cost of transportation and the onerous charges of the European merchant for wharfage, lighterage, insurance and commissions.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 4th April, 1860, were as follows:

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 5s, 1874	100¼	....	101¼	101¼	....	101
STATE STOCKS:—						
Virginia 6s	93½	93½	93½	93½	93½	94
Missouri	81½	81½	83½	82½	82	82½
Indiana 5s	....	....	90	....	....	....
Tennessee 6s, 1890	90½	....	90	....	90½	90½
California 7s	....	88½	89	89½	89½	....
Ohio 6s, 1870	....	....	....	108	108	....
RAILROAD SHARES:—						
Chicago and Rock Isl.	65½	65½	66	67	64	63½
Clev. and Toledo	24½	25	25½	24½	....	25½
Del.,Lack. and Western	82	....	82½	85	....	84
Galena and Chicago	61½	61½	62½	62	62½	62½
Hudson River	38½	39½	41	40½	40	39½
Illinois Central	60½	61½	61½	63	62½	61½
Michigan Central	41½	42½	45½	44½	45	45
M. S. and N. I. guar'd,	22	22½	22½	21½	21	21
M. S. and N. I.	10½	11½	11½	10½	10½	10½
New York Central	74½	76	78½	79½	79	77½
New York and Erie	9½	10½	10½	10½	12½	12½
N. York and Harlem	9½	10	10½	10½	10½	10½
N. Y. and H. "pref."	35	35½	36½	36½	35½	36
Panama	135	136	135½	134½	135	135½
Phila. and Reading	41½	41½	42½	42½	42½	42½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	....	95	95½	....	97	97
Cumberland Coal Co.	14	14	14½	15½	15	15½
Pennsylvania Coal Co.	....	84½	85	84½	....	....
Pacific Mail S. S. Co.	101½	104½	104	103½	107	106
Canton	20½	20½	21	21½	20½	20½
Brooklyn Water W's.	101	....	101	....	101½	101

The following are the closing prices in the London Market on the 20th March:

United States 5 p. c. red. '74	91	to	92
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	88	to	90
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	84	to	90
Do. do. 1869	81	to	83
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	32	to	37
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	35	to	37
Phila. and Reading B'ds, 6 p.c., 1860.	85½	to	90
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

The Schuyler Stock.

Mr. Cowdrey, of this city, has issued a circular requesting an authorization from holders of the spurious stock of the New Haven Company to sell it on their account at not less than $25 per share, payable in cash, or not less than $27.50 per share, payable in the mortgage bonds of the company at par and interest, or not less than $33.33 per share, payable in genuine stock—either of the methods of payment to be at the option of said Cowdrey, and the compensation for this service to be one dollar per share, and 10 per cent. of any excess obtained beyond the per centage named, and the payment to depend upon the success of the negotiation.

Journal of Railroad Law.

LIABILITY OF CONSIGNOR TO CARRIER FOR FREIGHT.

The ever-varying circumstances which, necessarily, attend contracts for the carriage of freight, must, we suppose, always give rise to differences of opinion in honest men's minds as to liability, and lead to more or less litigation. The case, which so far as the principle is concerned, we are about to set forth is one of the many instances of this kind; and we think it will be interesting to our readers, inasmuch as it strongly maintains the security of the carrier for his honestly earned freight.

The plaintiffs, A. & J. W. Jobbitt, ran a canal boat, in 1857, on the canals and lakes of the State of New York, and were common carriers of merchandise. As such carriers, they transported, on their canal boat, some lumber, barley and apples, for the defendants, Goundry & Hurd, from Dresden to Albany. When the plaintiffs received the property on board of their boat, they took a shipping bill, signed by the defendants, which stated that the plaintiffs had received $180 towards the freight, and that the captain of the boat was to deliver the property to J. Dorr, at Albany, and collect the balance of the freight from him at the time of the delivery. One of the plaintiffs gave the defendants a receipt of the property, which contained a statement similar to the one in the shipping bill.

At the time the plaintiffs delivered the goods, which was on the 30th day of November, 1857, Dorr stated that he had no money to pay the freight, but gave to the plaintiffs his check for $146.76, which was the balance of the freight due the plaintiffs. He had, however, no funds in the bank at the time to pay it with. At the time Dorr gave his check to the plaintiffs, he took a receipt, signed by the one who transacted the business, showing that the freight was paid. The defendants had previously advanced money to pay the freight to Dorr; but the plaintiffs did not know that fact. The plaintiffs endorsed and transferred Dorr's check on the day it bore date, but it was not paid; and they were sued on it as endorsers, and then paid it, and took it from the holder. They afterwards brought this action to recover the freight for which they had taken Dorr's check.

The action was defended upon two grounds: 1st. That the plaintiffs should not have delivered the property to Dorr, unless he paid them the freight on it. 2d. That the defendants were not liable to pay the freight to the plaintiffs, because they had advanced the same to Dorr, and the plaintiffs had taken his check therefor.

The jury, by direction of the judge, found a verdict in favor of the plaintiffs for $155.87, which was the amount of the check and interest thereon, subject to the opinion of the court at general term. The following is the opinion:

BALCOM, J.—It was held in Shepard *vs.* Dr. Bernales, that the usual clause in a bill of lading, engaging the master of the ship to deliver the goods to the consignee or his assignees, *he or they paying freight for the goods*, is introduced for the benefit of the master only, and not for the benefit of the consignor, and that therefore the master is not bound to the consignor to withhold the delivery of the goods, unless the consignee or his assigns pay the freight. And it seems to be established that a clause in a bill of lading, which directs the carrier to collect the freight of the con-

signee of the goods, on delivery, does not, in case of the carrier's neglect to collect of him, discharge the consignor's liability to pay the same. It follows that the delivery of the defendant's goods to Dorr, by the plaintiffs, without requiring him to pay the freight thereon, or the neglect or the failure of the plaintiffs to collect such freight of him, does not affect the defendant's liability to them for it; and that such facts constitute no defense to this action.

The defendant's counsel insists that the taking of Dorr's check, by the plaintiffs, when the goods were delivered under the circumstances disclosed by the evidence was a satisfaction of the plaintiff's claim for the freight, as against the defendants. The check did not operate as a satisfaction of the claim, unless the fair inference from the evidence is that the plaintiffs agreed that it should be received as payment of it. And it seems to me to be very clear that the plaintiffs could not have supposed the check was to operate as a payment of the freight, unless the Union Bank should pay it when presented. It is absurd to say that a creditor regards his demand as paid, when he receives a check for it from his debtor, on a bank. I think in ordinary transactions, the creditor has not the least idea that his demand is paid, though he may receipt it as paid, upon receiving the check of the debtor or of a third person, on a bank, for the same. He cannot be supposed to regard the check as a payment, or as a satisfaction of his demand, when the drawer has no funds in the bank to meet, and the bank refuses to honor it. And in this case I am of opinion the evidence does not warrant the conclusion that the plaintiff received Dorr's check, in satisfaction of their claim against the defendants for the freight, whether it should be paid by the bank or not; but that the fair inference from the evidence is that it was not agreed it should so operate unless the bank should pay it on presentation.

I am of opinion, for the foregoing reasons that the plaintiffs are entitled to judgment on the verdict. Decision accordingly for the plaintiff.

Wrightsville, York and Gettysburg R. R.

This road which extends from Wrightsville, opposite Columbia, to York and a junction with the Northern Central Railroad, is about 13 miles long. It is chiefly owned and operated by the Northern Central Railroad Company, and during the past year has entered into a new contract for certain purposes which are detailed in the following summary, the contract to be valid from 1st Oct., 1859, to 1st Oct., 1864. The Northern Central Company agrees to receive all the revenues, and pay all expenses, including $100 each to the President, Secretary and Treasurer of the company, and all outstanding bonds and floating debt, and a dividend of $1 per share on the capital stock; to charge for the use of cars and locomotives 40 cents per mile run by locomotives; to invest the net revenue, not exceeding $6,341—first, in paying the floating debt, and secondly, in paying the bonds, and whenever the amount to be appropriated to the Sinking Fund shall exceed the amount of dividend, say $3,641, being one dollar per share, then the excess shall be appropriated thus: one half to be added to the dividend, and the other half to the sinking fund. The Wrightsville, York and Gettysburg Company agrees to the canceling of all the bonds now invested in the sinking fund, and to cancel annually all future investments for sinking funds, and should the payments (as above) exceed the gross receipts, any deficiency shall be a charge against and must be first deducted from the amount to be invested in the Sinking Fund in succeeding annual settlements.

The revenue account under the contract dated 15th September, 1859, from 1st October to 31st December was as follows:

Receipts—		
From Passengers		$2,552
" Freight		3,485
" Mail		162
		$6,199
Balance carried down		477
		$6,676
Expenses—		
For 6,584 miles run by trains at 40c.		$2,634
Repairs of road		3,967
Salaries		75
		$6,676
Balance brought down		$477

The receipts for the whole year 1859 amounted to $26,700, being $1,246 less than previous year.

The ledger account stood thus on the 30th September, 1859:

Cost of road and and real estate	$400,046
Share capital (6,341 shares)	$317,050
Coupon bonds issued for debt to the late Balt. & Susq. R. R. Co. redeemable 15th Nov., 1867, interest quarterly	52,000
Debt due Northern Central R. R. Co	30,996
	$400,046

In accordance with the contract of Sept., 1859, the bonds of the company amounting to $48,000 invested in the Sinking Fund were canceled and destroyed, and the uninvested balance of $517 due the sinking fund credited to the Company's debt.

Of the total capital of the company, 3,173 shares, or $125,765, are held by the Northern Central Company, and also all the debt, together amounting to $208,761.

Covington and Cincinnati Bridge.

The new Board of Directors chosen by the stockholders, at their annual meeting, held in this city on the 5th ult., consisting of John W. Finnell, President, Miles Greenwood, R. B. Bowler and Rufus King, of Cincinnati, and N. B. Stevens, Amos Shinkle and Jesse Wilcox, of Covington, have completed their organization, and are determined to go energetically to work to secure, if possible, a speedy resumption of the work.

The Board presents the following statement:

Capital Stock		$413,000 00
Amount paid in cash, material and labor on subscription	$259,863 03	
Balance due, payable in cash	61,633 56	
Due payable in material and labor	50,192 20	
13 Covington City bonds.	13,000 00	
Due from City of Covington	28,612 21	
		413,000 00

There has been already expended on the work about $300,000, and it will require, to complete the bridge, in addition to the present available means of the company, about $500,000. Of this sum, it is confidently believed at least one-fifth can be obtained in subscriptions of labor and materials, in contracts yet to be made. If this expectation shall be realized, *there remains but $400,000 to be provided.*

The work already done, has been accomplished under the most favorable circumstances. The foundations were laid during the extreme low water in the fall of 1857. There has not been so favorable a season for such work for the past fifteen years.

The same work, if it could have been built at all, before or after the summer and fall of 1857, would have cost more than twice the sum paid by the company.

But all these advantages will be lost to the early friends and stockholders, if they delay too long the completion of the work. The *interest* on the sum already expended is lost, hence those who have put their money in the adventure are doubly interested in pressing forward the work. The value of real estate in the city of Covington would be enhanced by the bridge, greatly more than the sum now required to complete it.—*Cin. Enquirer*

Railroad Earnings.

Comparative statement of earnings and expenses, for the month of February, 1859 and 1860, of the Buffalo and State Line Railroad:

	1859.	1860.
EARNINGS.		
Passengers	$22,322 56	$23,146 51
Freight	44,632 33	42,899 64
Other sources	1,276 75	1,440 82
Totals	$68,231 64	$67,486 97
Decrease		$744 67
EXPENSES.		
Maintaining road	$6,860 95	$8,013 95
Repairs of machinery	4,006 00	5,266 89
Operating	15,039 66	15,048 43
Total	$25,906 61	$28,329 21

The earnings of the Chicago and Rock Island Railroad for March, 1860, were $76,241
March, 1859 64,774
Increase $11,457

The earnings of the Galena and Chicago Railroad for March, 1860, were $78,967
March, 1859 92,920
Decrease $13,953

The earnings of the Buffalo, New York and Erie Railroad for March were:

	1859.	1860.
Passengers	$11,662 62	$9,737 13
Freight	35,654 70	37,588 58
Other sources	1,686 86	1,686 86
Totals	$49,004 18	$49,012 53

The receipts of the Marietta and Cincinnati Railroad for January, 1860, were $30,725 77
January, 1859 29,262 60
Increase $1,463 17

Expenses of operating road, maintaining track, etc., Jan., 1860. $34,245 76
Jan., 1859 27,301 68
Increase $6,944 08

The earnings of the Hudson River Railroad for March, 1860, were $161,047 88
March, 1859 175,773 23
Decrease $14,725 25

The earnings of the road for the past six months have been $1,141,817 40
Corresponding period of previous y. 1,034,380 82
Increase $106,436 58

The earnings of the Cleveland and Toledo Railroad in March, 1860, were $85,802
March, 1859 75,330
Increase $10,472

The earnings of the Illinois Central Railroad in March, 1860, were $212,880 84
March, 1859 152,162 69
Increase $60,718 15

The earnings of the New York and New Haven Railroad for March, 1860, were $76,224
March, 1859 73,903

Increase $3,321

The earnings and expenses of the Memphis and Charleston Railroad, in February, were as follows:

Total receipts $159,462 58
Total expenses 68,980 49

Net receipts $90,482 09

The following are the February earnings of the Panama Railroad since its completion:—Feb'ry, 1855, $52,000; 1856. $107,100; 1857, $112,300; 1858, $108,770; 1859, $92,180; and 1860, $163,500.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending April 2, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	85	and int.
Covington and Lexington, 1st Mortgage	7s	66	"
" " " 2d "	7s	66	"
" " " Income	10s	10	
Ohio & Miss., E D., Construction	7s	15	
Cinc., Ham. and Dayton, 2d Mortgage	7s	85	and int.
" " " 1st "	7s		"
Indianap. & Cincinnati, do. do.	7s	75	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 70
Columbus and Xenia	84
Indianapolis & Cincinnati	36
Little Miami	84½

La Crosse and Milwaukee Railroad.

The receipts of this road for the quarter ending February 29, 1860, were $110,892.49; and the disbursements for ordinary purposes, $77,113.11. In addition to which there were paid on account of November expenses, $20,659.10; for incumbrances on depot grounds, buildings, etc., $7,113.74; for equipment, $11,115.45; for bridge over Portage Canal, $3,275.85; for right of way, etc., $2,418.50—making a total of $44,582.64 for other than current operating expenses. In making these payments, $10,803.26 have been taken from the March receipts, not yet made up. The proportion of the receipts belonging to the Canal Grant division, included in the above, are $31,995.28; and of the disbursements, $43,389.03.

Missouri.

The Governor has vetoed the Railroad Bill recently passed by the Legislature of this State, and has called another session of the Legislature for the purpose of removing his objections. His action has caused a great deal of feeling in the State. It is of the greatest importance that the difference existing between the two should be reconciled, as all the unfinished roads of the State are at a standstill.

To Railroad Contractors.

SEALED PROPOSALS for the Graduation, Bridging, Ballasting and Track-laying of sixteen miles of the Junction and Breakwater Railroad from Milford to Georgetown, will be received by the undersigned until Tuesday, the 1st day of May next, upon which day the proposals will be opened and the lettings declared.

All necessary information can be obtained at the Engineer's Office in this place.

MILFORD, Delaware, April 2nd, 1860.

JOHN W. HOUSTON,
President of the Company,
T. F. TILGHMAN, Chief Eng.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,

RAILS OF SUPERIOR QUALITY,

and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

NEW YORK, Aug. 1. 1858.

NEW YORK SMELTING COMPANY,

WORKS AT STATEN ISLAND, N. Y.
OFFICE, 51 EXCHANGE PLACE, N. Y.

Gold, Silver and Lead Ores.

THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable termans can be obtained in this country or in Europe.

W. H. McVICKAR, President.

S. RUST'S PATENT (applied for) OIL CANS.

This improvement consists in a chamber, or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drippings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from $1.25 to $3.50 per doz., according to size.

Attention is invited to the Sewing Machine Can, which is got up in a cheap and handsome manner. Also the common Oil Cans, Door Escutcheons, Drops, Key Bases, etc., at the lowest prices.



Manufactured by S. RUST, Jr.,
162 West 28th Street, New York.

☞ The only Can that will always keep clean while in use. ☜

CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.

CAR SPRING STEEL,

Far superior to the ordinary kind.

FROG PLATES, POINTS.

Saw, File, Cutlery, Rake, Hoe, Axe and Plough Steel. Gun Metal. Wire and Machinery Steel.

ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,
45 Cliff st., New York.

STEEL, FILES, ETC.

R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel,** superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files,** of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK USE

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1859.

MOSES BIGELOW. MOSES BIGELOW, JR.

MOSES BIGELOW & CO.,

MANUFACTURERS OF ALL KINDS OF

COPAL VARNISHES,

At 310 & 312 Mulberry st.,
Adjoining the Chestnut st. Depot,

NEWARK, N. J.,

HAVING constantly on hand a very large stock of superior VARNISHES, would respectfully give notice to buyers that they can at all times, be supplied with the best goods in their line, on the most favorable terms, and at the shortest possible no ice.

The attention of **RAILROAD COMPANIES** and **CARRIAGE MANUFACTURERS** is especially invited to their ELASTIC or FINISHING, WEARING BODY and LIGHT CARRIAGE VARNISH, which, for free working brilliancy of lustre and fine wearing qualities, are unsurpassed by any manufactured in the Union.

Cabinet, Piano, and other Manufacturers

IN WOOD, TIN AND IRON,

can be supplied with QUICK-DRYING VARNISH of superior quality, thoroughly adapted to their various uses.

DRUGGISTS and **DEALERS** in the article may rely upon goods adapted to their trade, and will be dealt with in the most liberal manner.

☞ Goods delivered and shipped in NEW YORK **FREE OF CHARGE.**

THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY

J. C. HULL & SONS,

(Formerly W. HULL & SON,)

Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,

NEW YORK,

For Railroads, Machine Shops, Steamships, Mills, etc.

THIS OIL having been before the public for a **long time,** and having been **extensively used** in different parts of the country, and on each occasion meeting with **unqualified approval,** renders the manufacturers confident when making the following claims:—

1st. **Its first cost is much less** than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will **not in any way gum** or **clog up** any journal or bearing, **all the gum in the Oil being entirely decomposed.**

3rd. It will keep all journals and bearings **cool, clean** and **bright** as new, thus not only **saving wear and tear,** but **saving also** no inconsiderable amount of **motive power.**

4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is **sweet** and **clean,** and entirely **free from all odor or unpleasant smell.**

6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of **Railroad** and **Steamboat officers,** also, prominent **Manufacturers** and **Machine Builders,** can be seen by application as above.

OIL! OIL!

PEASE'S

IMPROVED ENGINE and SIGNAL OIL,

FOR

RAILROADS, STEAMERS, PROPELLERS,

AND FOR EVERY CLASS OF

MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

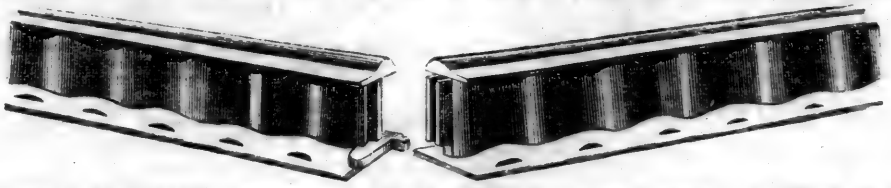
In no case has it failed to meet the approval of the consumer.

The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

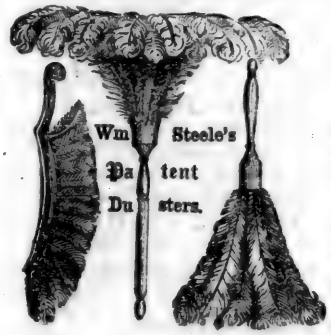
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Reliable orders filled for any part of the United States or Europe.

Russell's Patent Corrugated Cast Rail for City Roads.



Address J. E. RUSSELL, Patentee, or RUSSELL, BEACH & CO., Iron Foundry, BROOKLYN, E. D.



STEELE & CO.,
PATENT FEATHER BRUSH
MANUFACTURERS,

Have removed from 365 Pearl and 53 Nassau Sts. to the brown stone building

No. 3 Park Row (opp. Astor House) New York.

EXTRA CAR DUSTERS made very S rong and full of selected ostrich feathers. PATENT CAR AND WINDOW WASHERS, combining the utility of the sponge and bristle brush, but much more durable and economical.

Possessing all the advantages that extensive manufacturing facilities and an experience of a quarter of a century can confer, we are enabled to offer a superior article of Dusters at as low a scale of prices as such goods can possibly be produced. We manufacture over **200** varieties of Feather Brushes adapted to the use of stores, dwellings, hotels, steamboats, stables, railroads, etc., comprising Furniture Dusters, Carriage Dusters, Cornice Dusters, Piano Dusters, Picture Dusters, Window Washers, Wall and Floor Brushes, Peacock and Ostrich Fly Brushes, Parlor and Library Dusters and various other styles, all of the high degrees of excellence, durability and perfection of finish that has characterized **Steele's Patent Ostrich Feather Dusters** for the past 25 years.

IRON BOILER FLUES.
LAP-WELDED BOILER FLUES,

1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ¼ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

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MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1821.
WAREHOUSE—209 SOUTH THIRD STREET,
PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR. CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President, **Scranton, Pa.**
or **DAVID S. DODGE,** Treasurer, **46 Exchange Place, NEW YORK.**

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
BOSTON, June, 1851. **29 Central Wharf.**

RAILROAD IRON.

CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
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500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

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SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
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IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON.
WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

PHILADELPHIA OFFICE, NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

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RAILROAD IRON
AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

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THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States,

JAMES TINKER,
54 Exchange Place,
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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States,

MEAD & BELL,
17 William Street, N. Y.

MITCHELL & WORCESTER,
GENERAL COMMISSION MERCHANTS,
Agents for the sale of

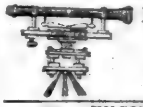


SAFES
AND LOCKS,
RAILWAY SUPPLIES,
FORGINGS,
NAILS, TACKS, ETC.
No. 146 Chambers st.,
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HOYT, BADGER & DILLON,
Late S. HOYT & CO.,
MANUFACTURERS AND IMPORTERS OF
FINE
WATCHES, JEWELRY,
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SILVER WARE.
266 PEARL and 38 FULTON STS.,
U. S. HOTEL, NEW YORK.

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H. W. Hunter,
MANUFACTURER of Railroad, Surveying, and Drawing Instruments, etc., etc, 169 William st., NEW YORK.
N. B.—Bronze and Silver Medals awarded for the Best Railroad and Surveying Instruments, 1856 and 1857.



E. BROWN'S SON,
MANUFACTURER OF
TRANSITS, LEVELS, RODS, CHAINS, ETC.
No. 97 FULTON SLIP, N. Y.

ENGINEERS' AND SURVEYORS'
INSTRUMENTS, MADE BY
Edmund Draper,
Surviving partner of
STANCLIFFE & DRAPER,



No. 22 Pear Street, near Third St., below Walnut, PHILADELPHIA.

J. T. Hobby, (formerly SAWYER & HOBBY,)
MATHEMATICAL Instrument Maker, at the old stand, 156 Water st., NEW YORK. 1y33

James Prentice,
66 NASSAU St., N. Y., Manufacturer of Mathematical Instruments of every description. Orders promptly filled.

Hugo Harttman,
MANUFACTURER of Engineers' and Surveyors' Instruments, 223 Dock st., PHILADELPHIA.

W. & L. E. Gurley, Troy, N. Y.,
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis

Knox & Shain,
MANUFACTURERS of Engineering & Telegraphic Instruments, 46½ Walnut st., Phila. (*Two premiums awarded.*)

F. W. & R. King,
MANUFACTURERS of Engineers', Surveying and Drawing Instruments, No. 226 Baltimore st., BALTIMORE, Md

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Wm. J. Young
HAS removed his Engineering and Surveying Instrument Manfactory to No 43 North Seventh Street, Philadelphia.

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(of the late firm of SAWYER & HOBBY),
MANUFACTURER of Transits and Levels, has removed to Union Place, near Washington Av., Yonkers, N. Y.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

CEMENTS.

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THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

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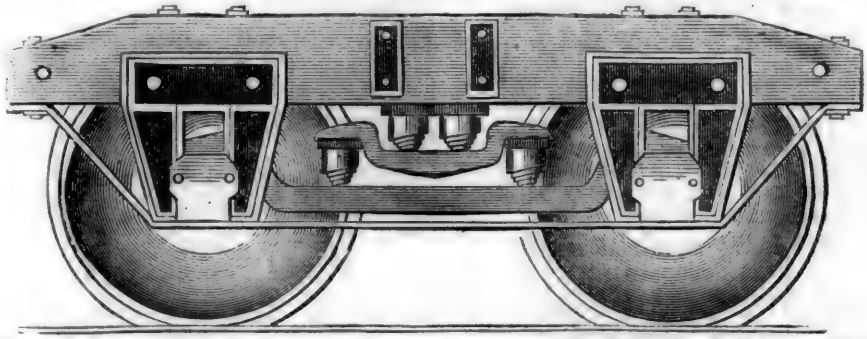
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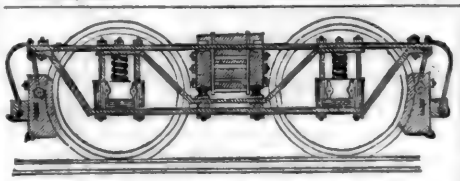
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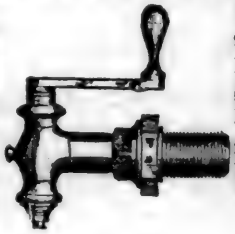
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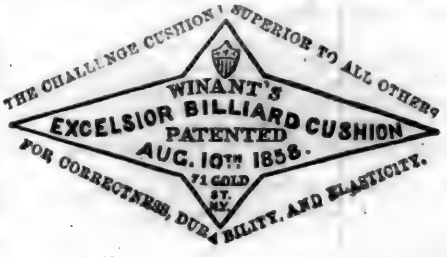
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 15] SATURDAY, APRIL 14, 1860. [WHOLE No. 1,152, VOL. XXXIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Victoria Bridge 301
Fort Wayne and Southern Railroad 303
Seaboard and Roanoke Railroad 303
Cedar Rapids and Missouri Railroad 304
Michigan Southern and Northern Indiana Railroad 312, 304
India Rubber Car Springs 313
Damages Sustained by the Construction of Railroads over Mining Lands: How Estimated . 314
Charleston and Savannah Railroad 315

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 14, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 303.)

Mr. Stephenson's estimate of the cost of these tubes is £57 sterling per linear foot, or $285. The weight of a single span between the bearings is given as follows:

Top of Tube	76 Tons.
Bottom of Tube	92 "
	168 Tons.
Sides	84 "
Total	242 Tons.

And it is said that the bearings bring the total weight of each span up to 275 tons.

There is a discrepancy, it will be noticed, in these figures, but I have taken them as given in the reports of Messrs. Stephenson and Ross. In comparing the relative merits of the tubular *plan* with other iron beams, viz: the Trellis girder, and the Warren triangle girder, their *apparent* difference may be explained in a few words. The tube is a rectangular box of the required height and width, constructed of boiler plate iron, the sheets connected together by laps or splicing plates, covering the joints, and strongly riveted to the main plates. The whole is stiffened by angle irons, T irons and web braces.

The Trellis girder is similar in the general arrangement of its parts to the wooden truss bridges in use in the United States, having a top and bottom chord, connected by a system of braces and ties.

The triangle girder has the same arrangement of chords, and these are connected by braces and ties; but instead of the braces crossing each other, forming what is sometimes called a *lattice*, they are so arranged as to form a succession of single triangles, extending from one chord to the other, a brace forming one side of a triangle and a tie forming the other.

Mr. Stephenson, in his report, says: "Now, in calculating the strength of these different classes of girders, one ruling principle appertains, and is common to all of them. Primarily and essentially, the ultimate strength is considered to exist in the top and bottom. The former being exposed to a compression force by the action of the load, and the latter to a force of tension. Therefore, whatever be the class of girders, they *must all be alike in amount* of effective material in these members, if their spans and depths are the same, and they have to sustain the same load. On this point, I believe there is no difference of opinion among those who have had to deal with the subject. Hence, then, the question of comparative merit among the different classes of construction of beams and girders, is really narrowed down to the method of connecting the top and bottom."

Now if this proposition be correct, the whole question dwindles down merely to the saving to be made in the sides; or to the possibility of reducing the weight of a fractional part only of the bridge. The primary proposition, that in all beams of every description the same principle prevails; and that the strength depends upon the top and bottom, the first being subjected to a force of compression in the direction of its length, and the other to a force of extension, is an admitted one; and it is self-evident that, if of same depth and same length, and subjected to the same load, they must be alike in the amount of material in the top and bottom; but *with the important proviso* that the material *must be alike, and equally well disposed, to perform the duty for which it is intended.*

"Primarily and essentially" there are three conditions to be fulfilled in a proper girder. 1st. A material should be used which has the greatest strength for a given weight. 2d. The material should be of such description as will permit the necessary connections of the different parts of the required girder to be made with the least amount of *superfluous* weight. 3d. Such a plan of structure should be adopted as will permit the use of materials of the *best possible forms* to resist the strains to which they are subjected. And all these conditions are to be complied with at a "judicious expenditure."

If, by a comparison of the Victoria tubes with other descriptions of girders of equal span and *less cost*, it can be shown that these conditions are not fulfilled, then the expenditure is not "judicious."

The *principles* involved do not differ between the tubes and other beams, either of wood or iron. *But here the similarity ceases.* In the tube the material calculated to resist the strains of compression and extension is spread out in thin plates, covering the whole top and bottom of the bridge—the two being connected with the sides at their edges; while in the trellis and triangle girders, like the wooden trusses of America, the material is collected at the angles, directly where the connection is made with the sides. Here is a very marked difference in the *disposition* of material in top and bottom. The weakening of the material, dependent upon the different modes in which the parts are necessarily connected, and the additional weight required for these connections, differs materially also in these classes of beams.

Another point of difference is the relative strength of boiler plate and bar iron. All these distinct features are matters of consideration when comparing their respective merits. Hence, I am not presumptuous in saying that when Mr. Stephenson asserts "they must *all be alike in amount* of effective material in these members if their spans and depth are the same, and they have the same load to sustain," he adopts a conclusion that cannot be admitted for a moment; and if it were not that the whole of his argument in support of the superiority of the tube was based upon this statement, I should believe that the omission of the proviso I have mentioned, was either a clerical or a typographical error.

The ultimate tensile strength of bar iron of good quality given in Mr. Liddell's tables, which he states are results of trials at various times on bars

varying from one square inch to nine square inches section, is:

	Tons per sq. inch.
Welsh iron	24 to 28
Staffordshire	24 to 28
Scotch (Govan)	24 to 29
Yorkshire Lowmoor	26 to 32
Scrap (Howard & Co.)	26 to 32

The average of all these is about 27.3 tons per square inch. The value assumed usually for bar iron of good quality is 30 tons.

The average strength of boiler plate, deduced from experiments made on specimens of only half an inch sectional area, so that the strains was *diffused perfectly* over the whole metal, was as follows:

	Tons per sq. inch.
Shropshire	22½
Staffordshire	20¼
Derbyshire	20⅛
Yorkshire	25½

The average of these is 22.1 tons per square inch. At these relative strengths, then, the quantity of material necessary to obtain the same amount of tensile strength would be—

Of bar iron	1
Of boiler plate	nearly 1.25

—yet, with the exception of the best scrap iron, boiler plate is more expensive always than bar iron.

Now the bottom chords of a beam, when made of bar iron, can no more be made in one piece, than can the bottom of a tubular bridge; but the chord made of bars can be connected by an addition to the weight of 10 per cent., while a continuous bottom of boiler plate will require at least 30 per cent.; for in the riveting of the latter, it is quite evident that the plates are weakened to the extent of the rivet holes. If these are three times their diameter apart, center to center, it is evident that (as the sheets break joints) at least 16⅔ per cent. of the section would be cut off by them. Therefore, for every square inch of effective material in the plates, there would be one-fifth of a square inch of non effective material—20 per cent. more than the strain requires, being therefore a necessity of construction merely. But let us call it 15 per cent. An equal amount may be added for the splicing pieces, called covering plates, and the rivets. We have, then, to add to our figures, as follows:

Am't required of bar iron for given str'gth.	1.
Add for connections	.1
Total	1.1
Amount required of boiler iron for same strength	1.25
Add for rivet holes	.1875
Add for covering plates and rivets	.1875
	1.6250

The proportion is as 1 to 1.47. The same tensile strength, therefore, that exists in the bottom plates of the Victoria bridge, which weigh 92 tons each span, can be obtained with 62 tons of good bar iron. The experiments made at the Britannia bridge give only 20 tons per square inch, as an average of the different kinds of boiler iron cited. Is it not a mistake, then, that all kinds of iron girders "must be alike in the amount of effective material in the *bottom*, if their spans and depths are the same, and they have to sustain the same load."

It is a well understood principle, that in a strut with a given sectional area, the resistance to a force of compression in the direction of its length, depends largely upon the form in which the material is disposed, that is to say upon the shape of its section. It is quite evident that a broad thin plate would give to such a force sooner by "*buckling*," than if the same amount of material was condensed into three times the thickness and one-third the width. The form then in which the "effective material" is disposed in the top member of a bridge may be admitted to be a very important matter. I copy the following from Mr. Liddell's report:

"From Mr. Hodgkinson's experiments, made for Mr. Stephenson, it appears that the resistance of plates of the same length and breadth, but varying in thickness, is nearly as the *cube* of the thickness." Royal Com. Rep. App. (A. A.) pp. 119, 120.

From this, it will be seen that a plate six inches wide and one inch thick, will sustain *four times* as much pressure in the direction of its length without "*crippling*," as a plate 12 inches wide and a half inch thick, although the "amount of effective material" would be the same. Hence the importance of such an arrangement as will permit *thicker forms than boiler plate to be used.*

The same series of experiments upon small rectangular tubes showed "that when the *thickness* of the plates was the same, the strength of the smaller tube was greater than the larger." Thus in a rectangular tube, made of metal, one-sixteenth inch thick, *subjected to compression in the direction* of its length—the tube being 8 inches by 4 inches (10 feet long)—the strength per square inch of section was 6.79 tons, in a tube of same metal 8 inches square, it was only 5.9 tons, while in a tube 4 inches square it was 8.6 tons.

There is a vast distinction then to be made between resistance to *crushing* and resistance to *wrinkling* or *crippling*, for while a square inch of section, in a proper form, may resist 25 tons of compression before crushing, the same area as a part of a thin sheet might fail, by crippling or buckling, with a strain of 5 tons. Hence the form in which the effective material is disposed, has very great bearing on the duty it will perform. Under ordinary circumstances the properties of resistance to crushing and resistance to extension in wrought iron, as determined by numerous experiments, are found to be as one to two—that is to say, a *solid* beam of wrought iron should have twice as much material in the bottom as in the top. If this rule would apply to a hollow tube of thin plates, the bottom weighing 92 tons, as in the Victoria bridge, the top would have sufficient strength with 46 tons. The Victoria bridge has 76. Mr. Dempsey, in his work upon the Britannia bridge, says:

"These proportions (viz: 1 to 2) refer to *solid* girders, and, of course, are applicable *only* within certain limits. * * That these rules *will not equally apply to hollow or tubular girders* might be readily anticipated, and *has been proved* by the experiments undertaken by Mr. Fairbairn in determining the dimensions and proportions for the Britannia bridge."

"Practically, however, the results of these experiments are of the highest value as bearing upon *the limits of strength* of girders of wrought iron built up or *constructed of plates* in the manner proposed and adopted for tubular bridges. In solid girders the *ultimate* strength of the material may be obtained, "but in those formed of wrought iron plates connected with rivets, ribs, etc., *the constructive strength of the work rather than the absolute strength of the material* is the point of practical importance in the design. In these cases the term "compression" is scarcely properly applied; the effect produced being really, as described by Mr. Fairbairn, "*a crippling or doubling up.*" The power to resist compression thus becomes a power to resist *bending*, and this is comparatively *small* in thin sheets or plates even of wrought iron. In like manner the cohesive or tensile power is practically reduced to that of the rivets to withstand the strain upon them." I will not occupy space by giving all the experiments which demonstrated these facts, but will simply refer to a few which have a direct bearing upon this point. In experiments numbered 17 and 18 upon a tube 17 ft. 6 in. long and 9.6 inches square, the top one-half the thickness of the bottom, the tube failed first with a weight of 3,788 lbs. by its upper side *crippling*. It was then turned over with the thick side uppermost, when the breaking weight required was increased to 7,118 lbs. showing its strength to have been nearly doubled by simply turning it upside down. In experiment No. 24, the top was made about 30 per cent. heavier than the bottom, but with two longitudinal corrugations extending its whole length. This was loaded until it failed by tearing the sides from the top and bottom, but the corrugated top resisted the strain without *crippling*. "I have deemed it essential," Mr. Dempsey says, "to direct attention to these results as facts of immense value in the *proper and judicious application as well as distribution of the material* in the proposed structure."

From another series of experiments it was found that the thickness of the plates being .525, .272, and .124 inch; the resistance *per square inch* was 19.17, 14.47 and 7.74 tons respectively, disregarding the weight of the beams.

The value of the compressive strength of bodies of the same nature is usually constant, but these experiments show that it is *variable in tubes*, representing merely their power to resist *crippling* and this power does not depend entirely upon *amount of section but form.* "The determination of this value," Mr. Dempsey remarks, "which can only be obtained from experiments, forms the *chief obstacle for obtaining a formula for the strength* of tubes of *every form*, and Mr. Stephenson in relation to these experiments also said: "These results show that *in such tubes* the power of wrought iron to resist compression, is much *less* than its power to resist tension." It is unnecessary for me to refer further to these experiments to prove, that although primarily and essentially, as Mr. Stephenson says, the strength of every iron bridge lies in the top and bottom and in their resistance to the forces of compression and extension—yet when he says, "they must *consequently* be alike in the amount of effective material in these members if they are of the same length and depth and designed to sustain the same load," he publishes what every engineer who examines the subject a moment, will consider a most vague and uncertain declaration of the principles governing the dimensions of the parts of these different beams.

The cellular top of the Britannia bridge was

devised to avoid the difficulty from the *crippling* of broad plates.

Experiments in a tube which was in its proportions designed to be a model of the Britannia bridge gave as final results, that a cellular top similar to that in the model will fail with 14.8 tons of compression, and the bottom with 18.6 tons tension.

That the value per square inch of the top of the Victoria bridge to resist compression must be below this, cannot be doubted, as it is *not* cellular; but in the absence of any knowledge of the strength of the tops of these particular tubes, which according to Mr. Dempsey *"can only be obtained from experiments* or tubes of every form," we will assume it he same as in the cellular top of the Britannia tube, viz, 14.8 tons per sq. inch. As in the Trellis and Warren girders, the material in the top is condensed into a small compass at each angle, it is evident that its full value to resist compression can be obtained, for it can be rolled of *the best possible form to perform its duty.* As before stated, the proportional values of wrought iron to resist the strains of extension and compression in a solid beam are about as 1 to 2. The value of the former we have taken in the lower chord at 27.3 tons per sq. inch. The value per square inch to resist compression in the upper chord would at this ratio be 54.6 tons. But to provide for the length of the portions of these chords between the points of support—we will consider their value the same as for extension only, viz, 27.3 tons.

Reduced to a unit the proportional amounts of material required for the same strength would then stand—

Of bar iron	1.00
Add 10 per cent. for connections	0.10
	1.10
Of boiler plate	1.84
Add 15 per cent. for plates and rivet heads	0.27
	2.11

The proportion is as 1 to 1.92.

Upon this proportion the same strength which is represented in the top of the Victoria tube by 76 tons of boiler plate and rivets might have been obtained by about 40 tons of iron bars.

The aggregate of top and bottom would be of

Boiler plate	168 tons.
Bar Iron	102 "
Difference	66 "

Mr. Liddell says: "But if instead of a bottom web of boiler plate 16 feet wide, I can use two sets of bars concentrated within the compass of a square foot for the bottom, and if instead of a web, or cellular structure of thin boiler plate extending over 16 feet in width for the top I can use thick bars or beams of metal rolled, of the quality and shape required for giving the strongest form to resist compression, it is evident that the amount of *"effective material"* in the two forms of bridge for the same strength would require to be for the top 14.8 sq. inches in this form to 25 sq. inches in the tube, and for the bottom 18.6 sq. inches to 26 sq. inches in the tube. For these figures represent the inverse proportion of the ultimate breaking weights of the materials, arranged in the form in which they present themselves in a tubular bridge and a Warren bridge respectively."

Taking these proportions as estimated by Mr. Liddell, we have amount of material for the bottom chord of the Warren or Trellis bridge... 1.00
10 per cent. added for connections ..... .10

1.10

For the bottom of the tube..... 1.40
Add for covering plates and rivets 15 per cent..... .21
Weakening by rivet holes, 15 per cent..... .21

1.82

The proportions of material necessary to resist same tension are:

Of bar iron	1.00
Of boiler plate	1.65
For amount of material in top chord of Warren or trellis bridge	1.00
10 per cent. added for connections	0.10
	1.10
For the top of the tube	1.70
Add for connecting plates, etc.	0.25
	1.95

The proportions of material then necessary to resist same compression are:

Of bar iron	1.00
Of boiler plate	1.77

That is to say, instead of using 92 tons of boiler plates in the bottom, the same strength can be obtained by 55.7 tons of bar iron, and instead of using 76 tons of boiler plate in the top, the same strength can be obtained by 38.9 tons of bar iron. The aggregate of top and bottom being—

Of boiler plate	168 tons.
Of bars	94.6 "
Difference	73.4 "

According to my calculations, the difference in weight of material would have been 66 tons, but I have taken a higher value for the tensile strength of boiler plate than allowed by Mr. Liddell, and also a slightly higher value for the compressive strength of bar iron in the top of the Warren and Trellis girders. It would appear, therefore, that the extra weight of material in the top and bottom of one of the Victoria tubes, consequent upon the *weakness* of the kind of material used, and the *form* in which it is *disposed* and *connected* is about 70 tons.

(To be continued.)

Fort Wayne and Southern Railroad.

The revival of this great enterprise, which has been for years in an unfinished condition, and been regarded as dead, is again being agitated. A letter from one of the officers of the company discusses the proposition to complete the road from Tripton to Jeffersonville, a distance of fifty-one miles. Some $100,000 have already been expended on the work, too great a sum to lose altogether without an effort. The road passes through an excellent region for timber, stone and farmlands, as well as several flourishing towns, to the city of Jeffersonville, with the right of way to low water mark, on the Ohio River, and connects the two great central Western cities, Louisville and Cincinnati, by railroad.

It is estimated that if $100,000 is pledged along the line, payable when the cars are running over the road, the work will be resumed and completed. This sum could be raised if the residents along the road two miles on each side, would contribute $35 for each forty acres of land, in addition to what the towns along the line will subscribe. It is suggested that meetings be held at various points on the road, to ascertain what can be done toward raising the required amount.—*Cin. Enquirer.*

Seaboard and Roanoke Railroad.

The income of this company for the fiscal year ending January 31, 1860, was:

From Passengers		$92,772 25
" Freight		129,764 22
" U. S. Mail		8,000 00
" Rent of Weldon Bridge		5,500 00
" Dividend, interest, wharfage, etc.		4,409 63
		$240,446 10

The operating expenses were:

Repairs of road	$36,555 61	
" engines and cars	17,377 61	
Train expenses	24,834 86	
Depot "	28,720 83	
Salaries	5,083 33	
Miscellaneous	6,821 10	
		119,393 34
Leaving as net revenue		$121,052 76
To which add—		
Balance from previous year		12,023 33
Sales of Raleigh and Gaston Railroad Stock		21,012 50
Bills payable and accounts		20,216 64
1st mort. bonds extended and sold		1,900 00
		$176,205 23

Of which there has been expended:

Div. on guaranteed stock, interest, discount and exchange	$46,571 41	
On contract for building steamer	57,363 58	
Com. on extending bonds.	3,300 00	
Settlement of claim	6,426 00	
Monument to Dr. Collins	700 00	
Accident in 1856	10 00	
		114,371 02
Leaving of available means		$61,834 21

The net revenue of the past has largely exceeded that of any former year; at the same time the road and property of the company has been kept in thorough repair. The profits of the year's business, after paying the interest on the entire debt of the company, equal 10 per cent. on its capital stock.

A statement of the funded indebtedness of the company is given in the annexed balance sheet. The whole issue of first mortgage bonds named therein, mature in August next. Of this sum, one-half, or $150,000, have been extended for 20 years. It is thought that a still further amount will be extended. If not, the greater portion can be met by funds already provided for that purpose, and from earnings of the road during the intervening period. At most, but about $50,000 will have to be raised to retire the remainder of the issue.

Steamers from New York, Boston and Providence, now stop at Norfolk, on their trips to and from Southern ports.

A steamboat line has also been established by this company between Portsmouth and Seaford, with a view to a connection with the Delaware Railroad, which has already been completed to the Maryland line. The Eastern Shore Railroad is completed from the State line to Salisbury, and is destined to run to Little Annemesic river, on Tangier Sound, distant but 84 miles from the terminus of this road, and will, in connection with it and the steamboat line, form a direct route along the seaboard between the North and South.

The boat which has been placed on this line was constructed expressly for the purpose by Messrs. Reaney, Neaffey & Co., of Philadelphia, under the supervision of the superintendent of the road. She is of iron, 201 feet long, 552 tons

burthen, and is well equipped for the transportation of freight and passengers. Her entire cost, including furniture, was about $67,000.

With this route established, there will be running to and from Portsmorth a daily line of steamers to Baltimore; a tri-weekly line, by the way of Seaford, to Philadelphia; a weekly propeler line to Philadelphia; two lines, one tri-weekly, and the other semi-weekly, to New York; and a semi-weekly line to Boston and Providence, thus affording every facility for the direct and speedy transportation of freights, and which cannot fail to attract to this road and to the Norfolk and Petersburg road, which equally participates in these advantages, the greater portion of the business of the large area of country respectively connected with them.

The equipment of the road consists of 10 locomotives; 5 passenger, 2 smoking and mail, 4 baggage, and 161 freight and construction cars.

The number of miles run by locomotives was 119,127; by passenger cars, 50,791; by freight cars, 68,336.

The number of passengers carried was 36,342; tons of freight, 22,902.

ASSETS.

Cost of road and property		$1,469,245 83
Paid for steamer Philadelphia		57,363 58
Bonds of the Roanoke Valley R. R.		1,200 00
Purchase of Co.'s 1st Mort. bonds		25,100 06
Debts due the company		67,717 36
Cash on hand Jan. 31, 1860		19,021 59
		$1,639,648 36

LIABILITIES.

Capital stock		$619,200 00
Preferred stock, with guaranteed dividend of 7 per cent.		225,000 00
First mortgage bonds	$330,000	
Third "	75,000	
Fourth "	4,000	
Convertible bonds	8,320	
Do., issued for dividends	85,491	
		472,811 60
Debts due by the company		52,926 31
Surplus earnings		269 711 05
		$1,639,648 36

The road is 80 miles in length, extending from Portsmouth, Va., to Weldon, N. C. The office of the company is at Portsmouth. The officers are:

President—SAMUEL M. WILSON.

Treasurer—RICHARD WALKE.

General Superintendent—JOHN M. ROBINSON.

Cedar Rapids and Missouri Railroad.

The President, Hon. L. B. Crocker, of Oswego; the Treasurer, John Weare, Esq., of Cedar Rapids, and other gentlemen interested in the Cedar Rapids and Missouri Railroad, are in this city, and from them we learn that the land grant recently transferred from the Old Iowa Central to this company is larger than we expected. Within fifteen miles of the line a large amount of lands were pre-empted previous to 1858, which will be forfeited, and be made available to the company. They believe that the lands thus granted and available for building the road, will amount to one million of acres. The lands are entirely unincumbered, and if properly managed, as we have not the least doubt they will be, they are worth more than the road will cost. Responsible parties stand ready to build the two hundred and thirty miles of road, depots, water tanks, &c., for $15,000 per mile. That would amount to $3,450,000, while the lands can be made to realize at least $5,000,000. That certainly will be sufficient to build and equip the road.

The building of sixty miles of road will carry it through Van Buren and Tama counties, and extend it into Marshall. The two last are among the best cultivated and the richest counties in Iowa. Those best acquainted with their population and resources believe that they will furnish sufficient business to make the road pay.—*Chicago Tribune, 5th.*

☞ A proposition is now being submitted to the merchants of Louisville for aid to build a short line of railroad from the town of Hamburg, Tennessee, to Corinth, in Mississippi, on the line of the Mobile and Ohio road. Hamburg is at the head of navigation on the Tennessee river, and is well known as a shipping point for the distribution of merchandise to Tennessee, Mississippi and Alabama. The length of the proposed road is but 19 miles. The Mobile and Ohio Company pledge themselves, so soon as the required amount is taken, to let the contracts for the grading and cross-ties of the branch, and to iron and equip it as soon as graded.—*Ex.*

Michigan Southern and Northern Indiana Railroad.

We have received the report of this company for the fiscal year ending March 1, 1860. The earnings from operations of the road during that time were:

From through passengers		$360,540 61
From way passengers		353,595 63
Total from passengers		$714,136 24
From mails	$54,025 91	
From express	21,158 69	
		75,194 60
Total on passenger trains		$789,330 84
From through freight	$329,424 58	
From way freight	616,647 66	
From storage, etc.	9,679 65	
		955,751 89
From miscellaneous		49,863 36
Total from roads		$1,794,946 09
From steamers chartered	$3,000	
Dividend from propellers	5,250	
One year rents of parts of station at Toledo	14,900	
Income from securities pl'dg'd	16,325	
		39,475 00
Total earnings from all sources,		$1,834,421 09

The expenses of operating and maintaining road were:

General superintendence	$14 971 75	
Agents and clerks	66,144 39	
Freight agencies	29,465 86	
Telegraph operators	8,797 14	
Stationmen	81,989 97	
Train hands	121,756 95	
Repairing road & bridges	293,567 84	
" buildings	14,934 11	
" engines	103 668 27	
" cars	80,335 37	
" machinery, etc.	27,231 94	
Fuel	87,175 76	
Oil and waste	21,297 81	
Legal expenses	15,460 50	
Loss and damage	16,186 53	
Overcharges refunded	16 310 62	
Taxes	58,235 64	
Rents	6,295 18	
Steamers	7,756 12	
Contingencies	8,174 61	
Miscellaneous	23,447 69	
	$1,053,204 08	
Add construction expenditures	3,176 32	
Add decrease of materials on hand	48,851 19	
Add expenses of New York Office	20,693 36	
	1,125,727 95	
Net earnings exclusive of interest		$708,493 14

The interest account for the year is as follows:

On funded debt, secured by mortgage	$642,250 00	
On funded debt, unsecured (plain bonds)	32,200 00	
Interest paid on float'g d't	36,870 51	
Exchange, commissions, etc.	9,236 25	
Erie and Kalamazoo Railroad rent	28,500 00	
	748,556 76	
Deficiency of earnings in paying expenses and interest		$40,063 62
If to this be added for the amount of 1 per cent., payable to the Sinking Fund as the contribution of the last year on the basis established by the Directors		32,935 80
The deficiency will be		$72,998 62
Per centage of expenses on earnings, 61½.		
Last year, 1858, the earnings were		$2,019,424 96
Last year, 1858, the expenses were		1,196,126 54
Per centage of expenses on earnings, 61½.		
The gross earnings of the year ending March 1st, 1859, were		$2,019,424 96
Year ending March 1st, 1860		1,834,421 09
Decrease		$185,003 87
The expenses of all kinds in the former year were	$1,242,152 23	
And for the last year	1,125,795 67	
	116,356 56	
Making net decrease of earnings		$68,646 51

The total construction account is $16,837,291 28.

LIABILITIES, FEB. 29, 1860.

Capital stock		$9,018,200 00
Mortgage funded debt	$9,126,000	
Unsecured debt	405,000	
	9,531,000 00	
Unfunded or floating debt		1,086,793 60
Total direct liabilities		$19,635,993 60

FUNDED DEBT.

Mortgage Bonds of Michigan Southern Company, due November 1, 1860	$993,000
Mortgage Bonds of Northern Indiana Company, due August 1, 1861	985,000
Mortgage Bonds of Erie and Kalamazoo Company, due March 1, 1862	300,000
Mortgage Bonds of Jackson Branch, due August 1, 1865	195,000
Mortgage Bonds of Detroit, Monroe and Toledo Company, due February 1, 1876	360,000
Second General Mortgage Bond, due Nov. 1, 1877	2,262,000
Sinking Fund Bonds, due May 1, 1855, viz:	
Total amount issued	$2,934,000
Less held by Commissioner of Sinking Fund	190,000
	2,744,000
Total funded debt secured by mortg.	$9,126,000
Funded debt unsecured, viz:	
Bonds of Michigan Southern Co., due March 1, 1863	$161,000
Bonds of Northern Indiana Co., due February 1, 1863	244,000
Total funded debt unsecured,	405,000
Total secured and unsecured funded debt	$9,531,000
Same, March 1, 1859	9,343,000
Increased	$188,000

By issue of Sinking Fund Bonds		77,000
Do.	Second General Mortg. Bonds	87,000
Do.	Detroit, Monroe and Toledo Bonds	24,000
		$188,000

FLOATING DEBT.

The last report stated this to be Nov., 1857		$2,281,760 00
Items ascertained the past year		33,767 00
Ascertained am't as of Nov., 1857		$2,415,527 00
That report also repres'ted this debt, Mar. 1, 1859, as	$1,211,007 00	
Add as above, items since ascertained	33,767 00	
Ascertained am't, as of Mar. 1, 1859		$1,244,774 00
The Floating Debt proper, March 1, 1860, was		685,598 51
Of this there is secured by collaterals and mortgages	$408,204 00	
Unsecured	277,394 52	
		685,598 51
Under this head last year there was included as due the Commissioners of Sinking Fund		101,691 20

The payments due that fund has been assumed as 1 per cent. on the authorized issue of bonds under the mortgage—or at least $6,750,000 being the authorized amount, exclusive of the issue authorized for a double track. But a majority of the present Board decided that the payment should be limited to the actual issue of Sinking Fund bonds for the time being. On this basis nothing is due to the fund.

Add pay rolls and vouchers of January and February, 1860, to be paid in March and April	$168,562 54	
Estimated contingen's due at the West	5,000 00	
Total	$173,562 34	
Less cash in hand of Treasurer and agents	33,392 96	
		$140,169 88
Making		$825,767 89

It is proper to add coupons overdue Feb. 29, 1860, viz:

On mortgage bonds	$243,380 71	
On plain or unsecured bds.	17,220 00	
		261,025 71
Total floating debt March 1, 1860		$1,086,793 60

To pay this debt the company own sundry assets in the hands of trustees, or pledged with sureties for security of parts of the debt (worth at least $400,000)

Unsold bonds of the Detroit, Monroe and Toledo Railroad Co	$640,000 at par.	
Unissued 2nd general mortgage bonds	738,000 "	
Stock in the Detroit, Monroe and Toledo Railroad, guaranteed 8 per cent. interest	278,000 "	

Three first-class steamers.

The contingent liability of this company on their guaranty of $200,000 of the bonds of the Cincinnati, Pern and Chicago Railroad Co. remains as stated in the last report.

It will be seen that the first mortgage bonds of the Michigan Southern Co. to the amount of $993,000 will fall due on the 1st of November next. The directors do not anticipate that these can be paid in *cash* at maturity. It is proposed to offer to exchange for them sinking fund bonds, on terms which may be agreed. Or if the holders of the maturing bonds prefer they can retain them with all the security and rights appertaining to them, and receive their interest on presentation of their bonds to the proper officer; or new sheets of coupons for — years can be issued on presenting the bonds therefor. If the interest is not paid on the new coupons as they mature, the bondholders can still enforce their mortgage security for the collection of interest or principal.

In the first seven months of the year there was a decrease of $329,045 91 in passenger and freight earnings, and in the last five months an increase of $101,419 04.

COMPARATIVE EARNINGS FROM THROUGH AND WAY BUSINESS.

Earnings from	Through.	Way.	Totals.
Freight	$329,424	$616,647	$946,072
Passengers	360,541	353,596	714,136
Mails and express	75,195	.....	75,195
Storage, etc.	.....	.....	9,680
Miscellaneous	.....	.....	49,863
Steamers, propellers, and rents	.....	.....	23,151
From increase of securities	.....	.....	16,325
Totals	$765,160	$970,243	$1,834,421
Same in 1858-9	838,109	1,006,792	2,019,425
Decrease	$72,949	$36,549	$185,004

Showing that the way business more than holds its relative proportion in comparison with the prior year.

The whole number of engines belonging to the company is 89—of which 57 are in good order; 5 in fair order; 6 require repairs; 2 general repairs; 2 are undergoing repairs; 7 require re building; and 10 are out of use.

The whole number of cars, each kind, owned by the company, is as follows: 70 first class passenger; 18 second class and emigrant; 2 drovers; 1 paymasters; 22 mail, baggage and express; 566 box freight; 98 stock; 263 platform; 2 wrecking; and 30 dumping cars—making a total of 1,072.

GENERAL STATEMENT, *March* 1, 1860.

Railroad and equipment		$14,821,258 86
Erie and Kalamazoo Railroad construction		372,411 28
		$15,193,670 14
Amount expended on the Detroit, Mon. & Tol. R. R.	$1,523,785 98	
Less amount receiv'd in their stock	282,500 00	
		1,201,285 98
Steamboats and propellers		712 678 50
		$17,107,634 62
Stocks of other companies owned, (par, $792,130)		663,470 74
Bonds of other companies owned, (par, $462,500)		400,800 00
Special bond of Terre Haute, Alton and St. Louis R. R. Co.		107,931 00
Bonds and mortgages owned		12,214 29
Bills receivable		232,605 07
Notes of N. P. Stewart, secured by mortgage		36,000 00
Materials and supplies on hand		159,991 24
Due from individuals		6,139 44
Amount of uncollected earnings up to Feb. 1, 1860, (Feb. acct. not made up)		117,954 50
Cash in bank at New York		3,814 40
Due from various companies (nominally of no value)		53,972 88
Oswego and Indiana Plank road stock (nominally of no value)		20,000 00
Due from individuals (nominally of no value)		108,447 74
Farmers' and Mechanics' Bank of Detroit		3,168 70
H. B. Ritchie, Agt.—Buff. Steamer Agency		7,961 72
J. J. Adam, Agent		6,724 85
Wm. Savage Cashier		35,195 81
Corn Exchange Bank		1,190 00
Post Office Department		1,662 50
Income (balance of this account, representing the nominal loss sustained by the operat'n of the road up to March 1, 1860)		889,082 94
		$19,975,961 64

Capital stock—60,246 sh., common.		$6,024,600 00
Capital st'k—28,936 sh., guarant'd.		2,893,600 00
Mich. Southern bonds, due in 1860.		993,000 00
North. Indiana bonds, due in 1861.		985,000 00
Erie and Kal. bonds, due in 1862		300,000 00
Mich. Southern bonds, due in 1863.		161,000 00
North. Indiana bonds, due in 1863.		244,000 00
Jackson Branch bonds, due in 1865		195,000 00
Goshen Branch bonds, due in 1868.		1,287,000 00
Det., Mon. & Tol. b'ds, due in 1876		360,000 00
Sinking Fund bonds, due in 1885		2,934,000 00
2d Gen. Mort. bonds, due in 1877		2,262,000 00
		$9,721,000 00
Balance due "The Commissioners of the Sinking Fund," exclusive of amount due for 6 months, to Dec. 31, 1859		180,233 21
Pay rolls and vouchers unpaid Mar. 1, 1860		168,562 34
Coupons due November 1, 1859, unpaid	$127,960 00	
Coupons due Feb. 1, 1860, unpaid	108,395 00	
Coupons due March 1, 1860, unpaid	16,135 00	
Coupons due prior to Nov. 1, 1859, unpaid.	8,535 71	
		261,025 71
Balance of b'ds to the United States for duties due on rails unpaid		55,188 80
Erie and Kalamazoo R. R. Rent, amount for 6 months, to 1st Feb., 1860		15,000 00
Balance of Perkins' mort. on property in Detroit	$24,000 00	
One year's interest to Jan. 1, 1860	1,680 00	
		25,680 00
Barnard mortgage on Detroit store.		4,500 00
Due Eli J. Blake for judgment		18,512 50
Bills payable, secured by collateral	$337,923 20	
Bills payable, unsecur'd by collateral	257,524 13	
		595,447 33
Unpaid interest on construction st'k		3,957 69
Dividends unclaimed		6,912 69
Due individuals, per Ledger		1,741 87
Total		$19,975,961 64

The whole number of miles run by locomotives was: by passenger trains, 669,482; by freight trains, 704 349; by other trains, 156,247—making a total of 1,530,078. The average number of miles run to one pint of oil was 22.04; to one cord of wood, 54.95. Average cost of repairs per mile 6.81 cents; of wood, 5.53 cents; of wood, oil, waste and repairs, 13 cents.

The officers of the company are:

President, GEORGE BLISS, Toledo, O.
Gen. Supt., JOHN D. CAMPBELL, "
Treasurer, WM. SAVAGE, "
Assistant Treasurer, F. E. WORCESTER, New York.
Auditor, JOHN J. ADAM, Toledo, O.

Illinois Southern Railroad--Vincennes to Cairo.

At a recent meeting of the City Council of Vincennes, the committee appointed at a previous meeting to confer with the Directors of the Illinois Southern Railroad Company, reported that in their opinion said company would bring the road to Vincennes, if proper steps were taken by the Council. The $20,000 subscription ordinance was taken up and passed, after being amended to provide for the issuing of scrip in small amounts. It provides for the payment of $1,000 on each mile of grading, as the work may be completed on the Illinois side of the river, $8,000 to be paid when the road is completed and iron laid to St. Francisville from Vincennes, and the further sum of $2,000 for the construction of depot, &c.—*Cin. Enq*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,284,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	.....	.....	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	108,760	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	---	---	-----	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	116,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,448	4,323,922	122.4	246,523	353,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	.....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	.....	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	.....	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	---	---	-----	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	—	---	---	-----	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	.....	45.1	---	---	-----	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	.....	227.0	---	---	-----	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	262,061	197,357	8	125
-- -- '59	30.0	—	.....	133.5	---	---	-----	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	---	---	-----	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,388,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	376,250	299,785	11	102
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,684	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	---	---	-----	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	.....	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	60
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- --	138.0	—	.....	75.0	---	---	-----	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	63½
10 Nov. '58	33.2	—	.....	—	---	---	-----	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,028,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	61½
-- -- '57	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	143.0	—	.....	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	---	---	-----	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	.....	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	---	---	-----	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	6,085,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	---	---	-----	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	33
31 Dec. '58	84.0	—	.....	—	---	---	-----	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	836,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	.....	—	---	---	-----	Jeffersonville	1,339,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	.....	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	.....	—	---	---	-----	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	.....	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,732	665,000	92,663	1,542,768	50.0	.....	a.	.....	—	.....
31 Dec. '59	86.0	—	.....	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	---	---	-----	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	---	---	-----	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	.....	.....	—	---	---	-----	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	264,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
— — '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	---	---	-----	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	---	---	-----	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '58	21.0	—	.....	188.0	---	---	-----	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,334	992,060	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500		----------	32.0	22,001	30,957	17,263	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	—
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	----------	----------	175,516	12.5	25,437	33,059	16,530	----	—
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	----------	----------	72.5	169,240	145,074	70,746	—	—
31 Dec. '58	—	—	—	23.0	---	---	---	Penobscot	308,413			180,000	143,678								—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	95
31 May, '59	37.0	—	.....	—	—	—	-----	Somerset and Kennebec	783,763	*		169,200	556,600	----------	----------	37.0	---------	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	---------	----------	----------	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	70½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,881,557	154.5	606,482	810,604	364,649	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	101
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,633	373,057	105,937	4,076,974			4,523,400	83.1	540,372	860,119	394,475	8	108
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220		3,663,138	54.0	316,522	654,673	337,648	7	107½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500		1,928,264	75.4	177,164	271,592	138,223	4½	----
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	68½
30 Nov. '59	19.9	1.3	3.6	—	—	—	-----	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	83½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149		3,540,000	100,000		3,869,729	67.7	341,803	659,485	267,450	6	99
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	-----	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	158,374	229,205	68,510	8	----
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	55,881	143,261	25,264	6	----
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	-----	N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,888	22,531	----------	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104½
30 Nov. '59	18.6	—	9.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	32,480	48,355	27,000	6	----
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000		1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	----
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	-----	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usaton.	31,490	7	----
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	-----	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	107,478	246,798	106,317	—	124
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	111½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
30 Sep. '59	57.0	—	.....	—	—	—	-----	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	----------	----------	----------	----------	—	—
1 Jan. '59	188.0	—	.....	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	----------	9,008,389	188.0	---------	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	-----	*Flint and Pere Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
-- -- --	—	—	—	183.0	—	—	-----	*Grand Rapids and Indiana*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	---------	2,417,915	886,697	—	45½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	---------	2,019,425	777,273	—	10½
-- -- --	—	—	—	89.8	—	—	-----	*Port Huron and Milwaukee*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	----------	----------	----------	----------	600,000	----------	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	----------	----------	----------	----------	600,000	191,130	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	500,000	----------	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	---------	239,585	117,371	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	---------	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	----------	----------	83.2	---------	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	---------	----------	----------	—	—
30 Aug. '59	206.8	—	.....	—	---	---	-----	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	----------	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	---	---	-----	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	---------	256,159	----------	—	—
-- -- --	—	—	—	----	---	---	-----	*Platte County*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	---------	676,310	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	---	---	-----	*South-Western Branch*	1,226,010			66,974	1,400,000	----------	----------	----------	----------	----------	----------	—	—
31 Oct. '58	86.5	—	.....	----	---	---	-----	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	---------	152,371	----------	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	-----	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	3
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,489	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	-----	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	-----	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '58	16.8	—	.....	—	—	—	-----	Eastern	525,205						525,205	ope	r. by Eas	tern Ma	ss.	—	86½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	-----	Manchester and Lawrence	1,000,000	*		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	6	93½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	----	---	---	-----	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	----------	76.0	---------	269,605	127,241	—	—
30 Nov. '59	63.0	32.3	.....	8.0	---	---	-----	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	----------	----------	96.2	---------	2,378,392	1,189,399	12	125
30 Nov. '59	60.2	—	.....	----	---	---	-----	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	----------	60.2	---------	152,155	66,453	—	—
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	483,871	870,954	520,672	10	108½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000				1,000,000							—	—
31 May, '59	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	---------	239,179	110,040	7	—
31 May, '59	33.8	—	.....	—	---	---	-----	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	898,784	----------	554,087	10	124½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	----------	154,157	----------	----------	----------	----------	----------	----------	----------	—	—
30 Sep. '59	12.5	—	.....	—	—	—	-----	Paterson and Hudson	630,000	*		630,000	----------	----------	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	-----	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	-----	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,865	94,809	5½	—
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794	----------	56,582	----------			15,344	3,268	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidetings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	.....	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,088	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,289,934	—	—	1,000,000	1,289,934	.....	.....	ope	r. by W	estern.	.....	6	—
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	.....	37.5	34,424	60,524	32,413	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	16,530	23,554	9,204	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	.....	541,249	172,321	—	—
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	.....	87.8	356,145	814,116	359,609	6	—
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	.....	34.6	59,539	59,421	5,092	—	—
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	.....	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	.....	.....	—	.....	.....	.....	.....	ope	r. by Re	ceivers.	.....	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	.....	ope	r.b.B.N.	Y. & E.	.....	—	—
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	49,519	58,207	10,840	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	38
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	77½
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	12½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	10½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	.....	1,494,000	.....	.....	121.8	311,404	410,806	127,013	—	—
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,629	8	—
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottadam and Watertown	1,523,646	63,382	—	663,077	818,500	180,188	.....	75.4	98,686	94,385	44,715	—	—
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	.....	.....	46.2	89,380	208,223	33,946	3	—
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	.....	18.4	82,980	37,280	18,150	2	—
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	.....	.....	ope	r. by Ren	s. & Sar.	30,150	2½	—
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	.....	54.5	107,506	139,388	32,196	—	—
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	.....	—	—	—	—	—	—
30 Jun. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	.....	81.3	148,240	177,627	74,359	—	—
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	.....	27.2	61,614	125,042	53,289	—	—
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	.....	.....	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	690,000	.....	.....	ope	r. by oth	er Co's.	.....	—	—
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,005	397,712	137,000	6	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.0	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	89,028	3,370,281	118.2	.....	332,226	146,812	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,643,266	504,892	28,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	65
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,039	575,159	7	88½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	96.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	109
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	5
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	25½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	6	84
31 Dec. '58	72.0	—	.....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenin and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	841,591	8	84
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	874,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,631	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	84	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	3	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	150,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	68.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,364,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,808	68.9	.....	116,200	67,000	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	...	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	...	...	...	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,582	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuyk. Haven	2,594,228	266,838	.....	2,800,000	—	—	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,907	—	3,155,820	2,787,000	377,818	6,320,636	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,356	2,231,617	—	79½
30 Sep. '59	12.0	—	0.8	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,687	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,007	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	131.4	.....	2,724,296	1,245,816	.....	42
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
30 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	2,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	80½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	298,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.8	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	—	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,108,130	374,000	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	31$_0$,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	*	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,063,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	66,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	289,126	145,656	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,486	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	83,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,617	105,728	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,535,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	59
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	16,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	22,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,162	—	.....
.. .. '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,698	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	2½
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. .. '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	.....	—	4	—	67	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,260,160	13	133½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	81
" "	700,000	6	1880	88
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	388,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	52
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	183,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	91½
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	72½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	72½
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	62½
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	65
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	300,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
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------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	500,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	900,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	92
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	102½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1863	----
Construction	12,585,000	7	1875	88½
Construction	4,115,000	6	1875	88½
Free Land	3,000,000	7	1860	98½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	84,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	358,600	†		9
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	38½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	30
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		

Description.	Amount.	Interest.	Due.	Price.
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Stou'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1856	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	91
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97
2d Mortgage	1,000,000	7	1864	94
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	18[illegible]	
Dividend Scrip and Bonds	102,330	6	[illegible]	
Ohio and Mississippi (O. and Ind.):			var.	
1st Mortgage	2,1[illegible]			
2d Mortgage	[illegible],500	†	1858	
Construction	516,995	†		
Income	4,437,920	†	1858	
Ohio and Mississippi (J" [illegible]):	3,591,185	†	1858	
[illegible]				

Description.	Amount.	Interest.	Due.	Price.
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		79
2d Mortgage	461,376	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	366,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,299,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1865	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	600,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1870	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'n Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1868	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	98
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	150,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	856,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1868	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	↑	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7↑	1858	----
1st Mortgage (R. and W. Br.)	100,000	7↑	1856	----
Unsecured	45,000	7↑	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7↑	------	----
2d Mortgage	1,535,000	7↑	------	----
3d Mortgage (Income)	1,000,000	10↑	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	65½
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7↑	'62-'72	50
2d Mortgage (convertible)	2,000,000	7↑	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7↑	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7↑	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10↑	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7↑	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7↑	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7↑	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7↑	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7↑	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7↑	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7↑	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18½
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	↑	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, April 14, 1860.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 11th April, 1860, were as follows:

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
FEDERAL STOCKS:—						
U. S. 5s, 1874	102½	102	----	101⅞	102⅛	103
STATE STOCKS:—						
Virginia 6s	94½	93½	94	----	93½	93½
Missouri	83½	83½	83	82⅝	83	82½
Indiana 5s	----	----	90½	----	89	90
Tennessee 6s, 1890	----	90½	90½	----	90½	90½
California 7s	89	89½	89½	89½	89½	89
Ohio 6s, 1870	----	----	108½	----	----	----
RAILROAD SHARES:—						
Chicago and Rock Isl.	64	64½	64	63½	63⅝	63⅝
Clev. and Toledo	25½	26⅛	26½	----	26⅛	26⅛
Del., Lack. and West.	84	84½	85	----	----	----
Galena and Chicago	62½	62⅝	62½	62½	62	62½
Hudson River	40	39½	39½	----	38½	38½
Illinois Central	61½	61⅝	61½	61½	61½	61
Michigan Central	45½	46⅛	46⅝	46	46	46⅜
M. S. and N. I. guar'd,	21	21½	22½	22⅜	22⅛	22⅜
M. S. and N. I.	10½	10⅜	10⅝	10⅛	11	11⅛
New York Central	77½	78⅛	78⅜	78⅛	78⅛	78⅛
New York and Erie	11½	12⅛	12⅛	12⅜	13⅛	13⅛
N. York and Harlem	10½	10⅜	10⅜	10⅛	10⅛	10⅛
N. Y. and H. "pref."	35½	36	36	36½	36⅝	36½
Panama	135	134½	134½	134	133½	134
Phila. and Reading	43	43	43	42½	42½	42½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96½	98	98⅜	----	98⅛	97½
Cumberland Coal Co.	14½	15	14⅞	----	15	14⅞
Pennsylvania Coal Co.	85	84½	84	----	----	----
Pacific Mail S. S. Co.	107½	105½	104½	104	102⅜	102⅜
Canton	20½	20⅜	20½	----	21	20⅛
Brooklyn Water W's.	101	----	----	----	101½	102

The following are the closing prices in the London Market on the 24th March:

United States 5 p. c. red. '74	91	to	92
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	88	to	90
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	84	to	90
Do. do. 1869	81	to	83
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	82	to	87
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	35	to	37
Phila. and Reading B'ds, 6 p.c., 1860.	85½	to	90
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

Vicksburg, Shreveport and Texas Railroad.

The Monroe *Register* of the 29th ult., says that "$45,000 of the First Mortgage bonds of this company have been sold in Savannah, at 80 cents on the dollar; and the agent who negotiated the sale, has sent for $50,000 more, which he thinks he will be able to sell on the same terms."

Yazoo Valley Railroad.

The Jackson *Mississippian* announces that the vote recently taken in that city "resulted almost unanimously in favor of a subscription of $100,000 to the Yazoo Valley Railroad—which will make a total subscription of $160,000 for Jackson."

Michigan Southern Railroad.

We give in another column a full abstract of the late report of this company. In the amount of information it conveys, it is an improvement upon the former reports of the company. It does not, of course, give a flatter picture of the affairs of the company, as the earnings for the past year were not equal to the interest accruing on the company's debts. The earnings of the branches as well as the main line are given *in part*. The main line, 243 miles long, earned $1,325,324; the branches, 282 miles, $334,484. The operating expenses are only given in gross. The cost of operating the branches exceeded, we presume, the receipts from them. The cost of the branches exceed that of the main line by at least $2,000,000. More than one-half the entire cost of the road consequently has been thrown away on the branches!

Improvement in the Value of Railroad Property.

There has been a very great improvement in the value of railroad property within the past two months. There is considerable speculative feeling in the market; but the improvement is, no doubt, due to a more correct appreciation of the value of railroad securities. As it is, many are still selling far below their value. A few months more will place them near where they were before the reverses of 1857. The increased traffic on all our roads will help to restore confidence, while a more rigid economy in their management, will add largely to their available earnings. The period of greatest depression and discouragement has undoubtedly passed. In all but the Western and North-western States, railroads were never doing so well as at the present time. In the latter there is a decided increase in the earnings over the past year. On the whole, the prospect before us is much more agreeable than for years past.

Buffalo, New York and Erie Railroad.

The following is a comparative statement of the earnings and expenses of this road for 6 months from October 1, 1858, to April 1, 1859, and for the same period in 1859-60:

	Earnings.	Expenses.
1858-9.		
October	$59,608 72	$38,165 85
November	52,794 76	31,940 16
December	48,694 51	33,098 57
January	37,367 33	27,884 90
February	33,505 34	21,684 52
March	49,004 18	26,865 23
	$280,974 84	$179,639 23
Surplus 1858-9		$101,335 61
1859-60.		
October	$54,886 27	$29,870 59
November	56,285 15	32,990 91
December	44,637 42	29,116 40
January	33,649 74	23,305 82
February	35,007 13	20,620 99
March	49,012 57	27,000 00
	$273,478 28	$162,904 71
Surplus 1859-60		110,573 57
Net gain, 6 months, 1859-60		$9,237 96
Surplus for 6 months of 1859-60, to 1st April		$110,573 57
Interest for the same period on total debt of the Company		87,990 00

Actual net earnings for 6 months, $22,583 57

Net earnings equal to 3.31 per cent. on $680,000, the capital stock of the company.

India Rubber Car Springs.

Charles Goodyear and The New England Car Spring Co. *vs.* The Elastic Cone Spring Co.
U. S. Circuit Court, District of New Jersey.

In the above suit, the New England Car Spring Co., who have the exclusive right throughout the United States for making, vending and using springs, bumpers, &c., for railroad cars and carriages under the well known Goodyear patent for vulcanizing India Rubber and allied gums, applied for a preliminary injunction to restrain the defendants from making and vending the car springs heretofore sold by them; some stamped John J. Fields' patent, and some Joslin's patent, and others Joslin and Eaton's patent, and all of them stamped "The Elastic Cone Spring Co."

The defendants opposed the motion on the ground that their springs were vulcanized under a patent granted to Henry W. Joslin and A. K. Eaton, by which they were authorized to vulcanize India Rubber with a preparation of surphur and red shale; and that until the suit was brought to a final hearing the court could not stop them by a preliminary injunction.

Affidavits were read on both sides, and after arguments against the motion by Ex-Chancellor Williamson and Jas. P. Bradley, Esq., on the part of the defendants, and by C. M. Keller, Esq., on the part of complainants, Judge Dickerson ordered an injunction to issue that the Elastic Cone Spring Company no longer manufacture or sell springs. The decision was made on the 5th inst.

A similar injunction was granted in February last against Joslin & Dunbar, of Trenton, New Jersey, manufacturers of springs for the Cone Spring Company.

The Manhattan Oil Company.

This company has been organized under the General Laws of this State for the sale of oils generally; but especially for the manufacture and sale of an oil known as "*Mason's Sperm Oil.*" This oil, which is now coming into general use, is the product of simple animal oil, manufactured under a process by which not only the fibrous matter contained in the oil is dissolved, leaving nothing but the pure oleaginous globules, as in sperm, but at the same time, and by the same process, the body, or durable character of the oil, is increased to a degree exceeding that of sperm itself. The objection to the use of whale or lard oils, is the gumming-up of the bearings, caused by the gluten which they contain, the particles of which are flat, and when they pass between the journal and the bearing, they lay flat upon the surface of the pocket, and will not roll through like the round particles of oil.

This oil has now been in constant use, for a number of years, by many of our principal railroad and steamship companies, all of whom concur in pronouncing it a superior article, for lubricating purposes. "It will remain limpid at a much lower temperature than sperm." "It is more durable, more free from gum, and cheaper (at the same price) than sperm." "Neither age or exposure to the atmosphere affects its qualities." "It is easily and rapidly cleaned off." "As a burning oil, it is very superior, giving a pure, brilliant light." "It has more body;" "is more penetrating in its nature;" "feeding where oils less limpid will not reach." These, and other expressions of a like purport, are derived from a number of testimonials from parties who have used it. The office of the company is at 16 Broadway, N. Y. Address James M. Motley, Esq., Vice President and Treasurer.

Cleveland and Mahoning Railroad.

The operations of the Cleveland and Mahoning Railroad for January, February and March have been as follows:

1859.	Gross Earnings.	Expenses.	Net.	
Jan'y ..	$13,400.70	7,666.11	5,744.59	
Feb'y ..	19,260.53	7,214.53	12,046.00	
March .	23,892.54	9,603.58	14,288.96	
				$32,079.55
1860.				
Jan'y ..	18,439.16	7,830 04	10,609.12	
Feb'y ..	25,469.24	9,012.87	16,456.37	
March .	30,987.08	10,380.08	20,557,00	
				47,622.49
Increase of net earnings				$15,542.94

—or nearly 48½ per cent.

Houston and New Orleans Railroad.

The Crockett *Printer* says that "this road will reach Liberty in about two weeks from the Louisiana end. Last week it had reached Sour Lake, only eighteen miles from Liberty, and it is progressing at the rate of one mile per day. The grading from the Trinity towards Sour Lake was also progressing very fast; some say it will be completed to Houston in eighteen months at the farthest."

Railroad Earnings.

The net receipts of the Harlem Railroad Company for the month of March are as follows:

1859	$88,278 26
1860	88,598 48
Increase	$320 22

The above increase would have been much larger, had not the Hudson River opened some ten days earlier, this year than last.

The net receipts for the six months ending March 31, are as follows:

1858 and 1859	$525,079 15
1859 and 1860	559,476 63
Increase	$34,397 48

The receipts of the Grand Trunk Railway of Canada, for the week ending March 24, 1860, were | $71,417 34
Corresponding week, 1859 | 51,664 54
Increase | $19,752 80
Total traffic from July 1, 1859 | $2,052,288 92
Do. for same period last y.. | 1,661,985 20
Increase | $390,303 72

The traffic of the Great Western Railway of Canada for the week ending April 6, 1860, was as follows:

Passengers	$21,765 44
Freight and live stock	29,137 16
Mails and sundries	1,336 25
Total	$52,238 05
Corresponding week last year	40,868 14
Increase	$11,370 81

The London papers state that the Directors of this Company had announced a dividend at the rate of 2 per cent. per annum on the capital stock out of the profits of the half-year ending January 31, which will leave a surplus balance to be carried to the credit of the current half-year of £9,617 11s. 11d.

The statement of the Illinois Central Railroad Company for March, 1860, is as follows:

Land Department.

Acres Construction Lands sold	1,879.12	for	$28,015 54
Acres Interest Fund L'ds sold	119.50	"	1,440 34
Acres Free Lands sold ..	275.35	"	4,691 26
Total sales during the month	2,273.97	for	$34,147 14
To which add Town Lot sales			320 65
Total of all			$34,467 79
Acres land sold since Jan'y 1, 1860	6,277.61	for	$98,919 57
Acres sold prev'sly	1,237,260.55	"	15,735,837 02
Total	1,243,538.16	for	15,834,756 59
Construction Bonds canceled in March, 1860			$24,500 00
Construction Bonds canceled previously			1,367,000 00
			$1,891,500 00
Free Land Bonds canceled in March, 1860			$4,000 00
Free Land Bonds canceled previously			187,000 00
			191,000 00
Total Bonds canceled up to March 31, 1860			$1,582,500 00
Total receipts in March, 1860			$40,701 57
Total cash and bonds received to March 31, 1860			$3,429,867 46

Traffic Department.

Receipts from passengers		$75,443 56
Do.	freight	121,437 65
Do.	mails	6,358 28
Do.	rent of road	5,425 00
Do.	other sources	4,415 22
Total receipts in March, 1860		$218,079 76
Do.	do. 1859	152,172 69
Total receipts since Jan. 31, 1860		$586,548 05
Do.	correspond'g period,'59	417,880 64

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 91 miles of sidings; 113 engines; 2,456 cars; funded debt, $18,418,500.

	1856.	1857.
Traffic	$2,434,878 59	$2,293,964 57
Working expenses .	1,444,546 19	1,791,231 14
Balance	$990,332 40	$502,733 43
	1858.	1859.
Traffic	$1,976,578 52	$2,114,448 98
Working expenses .	1,419,954 80	1,489,579 52
Balance	$556,623 72	$624,869 46

The receipts of the Catawissa Railroad for January and February, were:

Earnings, February, 1860	$23,474 37
Due connecting roads	4,849 59
Total	$18,624 78
Earnings, January, 1860	$23,021 42
Due connecting roads	4,594 30
Balance	$18,427 12

There is a considerable increase in favor of this year. The road is said to be doing a larger freight business than ever before.

The March earnings of the Dayton and Cincinnati Railroad were:

Local freights	$14,243 77
Through freights	6,647 14
Passengers	10,173 42
Mails and express	1,700 00
Total	$32,769 28

The earnings of the Michigan Southern Railroad in March were as follows:

	1859.	1860.
From Passengers	$71,903 36	$60,629 68
" Freight	61,235 39	100,462 08
" Mails	4,583 41	4,655 21
" Miscellaneous	5,903 29	7,786 92
Totals	$143,625 45	$173,533 89
Increase		$29,908 44

The March return in detail of the Michigan Central Railroad is as follows:

	1860.	1859.
Passengers	$64,855 94	$77,837 87
Freight	90,649 78	68,715 50
Miscellaneous	5,309 81	5,311 29
Total	$160,311 53	$151,864 66

Gain over 1859, $8,446 87.

The earnings of the Little Miami and Columbus and Xenia Railroad for March, 1859 and 1860, were as follows:

1859	$108,840 43
1860	103,595 75
Decrease	$5,244 68

The earnings of the Macon and Western Railroad Company in March, 1860, were:

From Passengers	$9,322 79
" Freight	29,989 41
" Mail	866 45
Total	$40,178 65
March, 1859	$34,490 81
March, 1858	26,191 39

Journal of Railroad Law.

DAMAGES SUSTAINED BY THE CONSTRUCTION OF RAILROADS OVER MINING LANDS; HOW ESTIMATED.

The case of Searle *vs.* The Lackawanna and Bloomsburg Railroad Company, recently decided in the Supreme Court of Pennsylvania, presents some novel features. It was brought by the plaintiff, to recover the value of certain land belonging to him, and taken by the defendants for the purposes of their railroad. The land in question, consisting of 91 acres and 111 perches, was located on the feeder of the North Branch Canal, in the township of Pittston, Lucerne County, and aside from its value, as farming land, was alleged by the plaintiff to contain valuable coal mines beneath its surface, although none of it was then being worked. The gist of the controversy was as to whether the plaintiff should be allowed to recover the value of the coal lying beneath the track of the railroad. As usual in such cases viewers were appointed, but the plaintiff not being satisfied with their decision appealed to the Court of Common Pleas of Lucerne County. Here he offered to prove, as one of the items of damage, that the tract in question was coal land, and that the defendants' railroad crossed it in such a place and manner as to materially increase the expense of mining his coal; and that at least one acre and 149 perches of coal, of the value of $4,000, or thereabouts, underlying the track of the railroad, could not be removed, without destroying the support of the railroad, and was consequently wholly lost to him.

The Court rejected the evidence, and upon the point involved in the refusal to admit the evidence, charged the jury as follows:

A claim has been advanced here for alleged injury and difficulty, arising out of what may be called estimated mining rights and privileges. The court, heretofore, rejected evidence of this kind, when offered as a distinct ground for claiming damages, to be compensated in money to the plaintiff. The court then said that Mr. Searle, having no mining works in operation, no coal mine opened for mining purposes on his land, but his coal all being covered up by the superlying soil, and known to be there only by the judgment and examination of experts, was not so injured by the making of the road herein, that his injury could be considered capable of ascertainment now, and could be recovered here. The Supreme Court have said that remote, contingent, and speculative damages cannot here be claimed; and we repeat, while some evidence upon this subject came out in the explanations given by the witnesses of the grounds of their opinion as to the amount of injury to the property, and of the same character as that which the court rejected in chief, that these alleged difficulties and sources of injury, to a mere estimated mining right, which may hereafter, or which may not ever be carried on, are not to be considered by you, in making up your estimate of any sum which you may think the plaintiff entitled to recovered.

A verdict and judgment having been rendered in favor of the plaintiff for $300, he again appealed the case to the Supreme Court, asking for a new trial on the ground that the judge improperly rejected the evidence offered, and erred in his charge to the jury. We give the opinion of the court affirming the judgment of the Common Pleas:

LOWRIE, C. J.—The claim is for damages, for taking part of the plaintiffs' land in making the defendant's road; and by the principles of the judge's charge, the jury were allowed to find a verdict for the value of the land taken, and for all the actual damages arising from the manner in which the road went through the plaintiff's land, and affected his improvements; and to measure even imaginary and contingent damages against the probable advantages or facilities that the improvement might occasion. We cannot say that we discover any error in all this.

But the court rejected evidence that there was over an acre of coal under the road, worth $4,000, which would be lost to the plaintiff, because necessary to be left for the support of the road. Now if such a fact were necessary to the ascertainment of the value of the land taken, it would be wise to accept the testimony of experts, for we ought always to seek the best sources of information. The objection is not to the experts, but to the facts themselves. We do not measure the value of land by such facts. Land may have $4,000 worth of coal per acre in it, and yet sell for $40 per acre. When a man has to sell his property, of course he must take the market value for it. That is measured by the custom or common dealing of the country. If it is land, the market value is measured by the price usually given for such land in that neighborhood, making due allowance for differences of position, soil, and improvement. Value may be very approximately estimated in that way, for it is not then founded upon the mere opinion of witnesses, but on the fact of a general market value. When the State takes private property for public uses, or authorizes it to be taken, this market value is all that it pays for it. This is the necessary measure, in order to avoid the favoritism or oppression that would attend any other measure. Every man holds his property subject to this eminent domain, dominion, or ownership, of the whole society. He must give it up when society needs it, on being paid its value according to the estimate put on it in the market, that is, by common consent. On the subject of taking land for public uses, the French have a very carefully prepared system in their law of 8th March, 1810, *sur les expropriations pour cause d'utilite publique*; and it directs the market value to be ascertained by reference to recent actual sales in the neighborhood, by the tax lists, and other documents, with the aid, if necessary, of experts, or persons whose business it is to deal in such values.

In the present case the jury were permitted to find in favor of the plaintiff the full value of the land, as coal land; though the defendants' get no title to the coal, further than it is needed to support the surface. Then the plaintiff has been allowed the full value of the land, as estimated by the common standard; and we do not see how we can take any other. The one here proposed has never been publicly sanctioned, and that is something against it. It would require us to ascertain the possible value of the products of the land, in order to get at the value of the land itself. But the products do not exist, and therefore have no value, for value here means value in money in the market, and this cannot apply to products not yet in existence. And then to use the products as a standard of value of the land, is to apply an uncertain measure in order to obtain a certain result. It is easier to value the land directly, than thus.

Moreover, the offer impliedly requires a degree of refinement in the measure of values, which seems to us totally incompatible with the gross estimates of common life. Though we might have the most accurate calculation of the quantity of coal in the land, yet, without knowing exactly the expense of bringing it to the surface, and carrying it to market, and the amount likely to be lost in mining and conveying, and the times in which it would be brought out, and the market prices at those times, the quantity would not help us to value the land. The gross estimates of common life are all that courts and juries have skill enough to use, as a measure of value. All other measures are necessarily arbitrary and fanciful. There was another offer to show that the railroad of the defendants crosses the land in such place and manner as to materially increase the expense of mining the coal in the land. We understood from the opinion of the court below, that this means that, if at any future time the plaintiff shall undertake to mine the coal in his land, he will be put to great expense in getting it across the road for transportation to market; and for this he wants compensation. There is no special allowance in the act of assembly for supposed injuries of this kind; and if the common law does not recognize them as injuries, we do not see how it is possible for the court to allow compensation on account of them. To ascertain the common law, let us see what is the usual mode of proceeding in such cases.

The State allows, for all actual damages to existing improvements, especially in case of railroads; and that has been done here. But, so far as regards the unopened coal veins on this land, we may treat the case as one of wild lands. Over

such, the State makes its roads, with simple reference to public convenience. It allows no damages on account of the fact that, when the owner comes to improve, he must go to great expense in adapting his improvements and the roads to the public good. It counts not at all on the minerals under the road; to do so, would obstruct all improvement on such land; and yet mineral lands must have roads, as well as other lands, and on similar terms. It cuts through high ground and fills up low, without allowing for the difficulty which the owner may some day have in getting at or over the road. It usually does the same, even through improved lands; though it does not always permit railroad companies to do so.

In relation to wild lands, such operations are no present injury, except in a purely imaginary sense. They may some day prove an obstruction; and it is impossible to tell what changes of roads and other avenues of communication, and what changes in the value of land and of its products, may take place before the day arrives; and it is impossible to decide now what the injury would then be, or that it would be any. It may be, that before the coal begins to be mined, the surface will be occupied by improvements needing this road, and presenting themselves greater obstructions to mining than the road is, because the mining must regard their safety. We cannot say that we discover any error in the case. Judgment affirmed.

Charleston and Savannah Railroad.

BRIDGE OVER THE SAVANNAH RIVER.

We find in the Savannah *Republican*, of 24th ult., an account of an excursion made a few days previously to the site of this structure. The party was composed chiefly of the leading merchants of Savannah, convened by invitation of W. L. Drayton, Esq., the President of the company. Little more than an hour was consumed in reaching the point of destination, which is some 16 miles by water from Savannah. The day was spent in examining the operations of the company in the immediate neighborhood of the bridge. The *Republican* says:

The rapid progress of the road during the last few months, was a subject of general remark. All were surprised to find it in such a state of forwardness, and when the iron horse came puffing across the rice fields on the Carolina side and hauled up at the very bank of the river, it really looked as if our long-cherished hopes of a connection with Charleston had become suddenly realized. It was not quite so, however. The trestle work through the river bottom, on both sides, is complete, that on the left bank being within a fraction of 2½ miles in length, and of great height, and on the right bank 1½ miles. The iron is laid on the former out to the highlands, and the work is being rapidly pushed forward by a heavy force. The grading of the entire road from the Savannah to the Ashley—a distance of 29 miles—is about complete, and the cars are now running daily to Coosawattie. The track is laid some distance this side of the last mentioned point, and an immense force is now engaged in laying down the superstructure on the intervening gap between there and the river. So anxious are the Board to meet their pledges to the public, that with a liberality deserving all praise, they have offered a bonus of $12,000 to the contractors, conditioned upon the completion of the entire line to the Savannah river, and its delivery in running order, by the 20th of April. This will no doubt be done; the connection with Savannah being formed by a steamer, which has already been contracted for, and is ready to be placed on the line. So far as we observed, every portion of the road is built in the most substantial manner, and adapted to the heaviest freighting business, besides affording perfect security to travelers.

The bridge, which was the chief object of attraction, is being constructed under the supervision of Capt. W. S. SMITH, as Civil Engineer to the *Trenton Locomotive and Machine Manufacturing Co.*, the contractors for the iron piers; and of M. P. MULLER, Esq., C. E., on behalf of the Railroad Company. The following description of it is given by the *Republican*:

The bridge across the Savannah is to be a grand structure, unequaled, perhaps, by any similar work in the Southern States. The span is between 900 and 1,000 feet, and instead of the usual wooden or stone piers, it will rest on hollow iron cylinders, which penetrate the bed of the river and rest upon a solid clay foundation. These cylinders are in sections two inches thick, six feet in diameter, nine feet in length, and weighing each, 12,500 lbs. They are united to each other by means of flanges on the inner side, secured by bolts, a circle of India Rubber being placed between so as to render them air-tight. These sections are placed one on top of another until the desired length is obtained, and arranged in pairs across the river, about one hundred feet apart. It were impossible to get a firmer or more permanent basis for the superstructure.

The manner of sinking these cylinders into the earth affords a beautiful illustration of the triumph of scientific principles when applied to the practical, utilitarian affairs of life. Instead of being driven, as ordinary piles, they are sunk to the required depth, through the solid bed of the river, in instances to the depth of thirty-five feet, by the simple application of *atmospheric pressure*. Two or more of the sections, as may be necessary, according to the depth of water, are bolted together and set upright in the river, both ends being open and the lower one resting upon the bed. Over the upper, which reaches above the surface of the water, is then placed a cap, of the same diameter and fitting air-tight upon it, the top of course being closed. The whole process of sinking is then accomplished by exhausting the air in the submerged cylinder, which being done, the pressure of the atmosphere upon the top of the cap sinks the whole mass to the required depth, the cylinder making its way downwards through all obstacles, and without any other application of force whatsoever. The exhaustion is effected by means of India Rubber connected, one end with the cap and the other with two large cast iron receivers, 30 feet in length by 6 in diameter, on board a flat which is moored at the spot and contains all the machinery, including a steam engine, derick for keeping the cylinders in position, &c., &c. The engine puts in motion an air-pump which first exhausts the two receivers. The valves of these being then opened, the air in the cylinder to be sunk rushes through the India Rubber tubes to fill up the vacuum, and the iron pier gradually sinks into the earth from the pressure of atmosphere above, as before stated. Nothing can exceed the simply beauty of this operation, which to the unscientific mind, has the appearance of magic or legerdemain.

The water and sand are removed from the cylinders by means of pumps, &c.; and when all are sunk, they will be thoroughly cleaned out and filled with concrete—thus forming a solid column from bottom to top.

It is estimated that it will require a twelvemonth to complete the bridge and have it ready for the passage of the cars.

J. MURRAY, JR.,
ARCHITECT & BUILDER,
No. 3 CEDAR STREET,
(Near Pearl), NEW YORK.
STORES AND OFFICES FITTED UP.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

2m15 W. H. McILHENNY, Secretary.

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rail
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

To Railroad Contractors.

SEALED PROPOSALS for the Graduation, Bridging, Ballasting and Track-laying of sixteen miles of the Junction and Breakwater Railroad from Milford to Georgetown, will be received by the undersigned until Tuesday, the 1st day of May next, upon which day the proposals will be opened and the lettings declared.

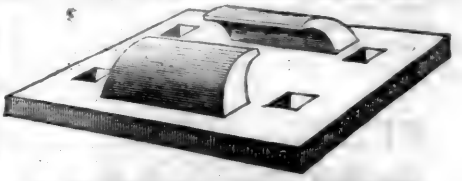
All necessary information can be obtained at the Engineer's Office in this place.

MILFORD, Delaware, April 2nd, 1860.

JOHN W. HOUSTON,
President of the Company.
T. F. TILGHMAN, Chief Eng.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,
RAILS OF SUPERIOR QUALITY,
and of weight or pattern as may be required.
VOSE, LIVINGSTON & CO.,
9 South William st.
NEW YORK, Aug. 1, 1858.



JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.
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Messrs. Wm. Gothout & Bro., | Peter Cooper, Esq.
Messrs Marshall Lefferts & Bro | James L. Jackson, Esq

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This improvement consists in a chamber, or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drippings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from $1.25 to $3.50 per doz., according to size.

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☞ The only Can that will always keep clean while in use. ☜

CAST STEEL,

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BAR, TOOL, DRILL, AND DIE STEEL.
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CAR SPRING STEEL,
Far superior to the ordinary kind.

FROG PLATES, POINTS.

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ORDERS FILLED PROMPTLY AND AT LOW PRICES.

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MANUFACTURERS of warranted **Cast Steel**, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files**, of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

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COPAL VARNISHES AND

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Also, PUTTY, PAINTS and COLORS.

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Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

THE IMPERIAL LUBRICATING OIL,

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Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,
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For Railroads, Machine Shops, Steamships, Mills, etc.

THIS OIL having been before the public for a **long time**, and having been **extensively used** in different parts of the country, and on each occasion meeting with **unqualified approval**, renders the manufacturers confident when making the following claims:—

1st. **Its first cost is much less** than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will **not in any way gum** or **clog up** any journal or bearing, **all the gum in the Oil being entirely decomposed.**

3rd. It will keep all journals and bearings **cool, clean** and **bright** as new, thus not only **saving wear and tear,** but **saving also** no inconsiderable amount of **motive power.**

4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is **sweet** and **clean,** and entirely **free from all odor or unpleasant smell.**

6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of **Railroad** and **Steamboat officers,** also, prominent **Manufacturers** and **Machine Builders,** can be seen by application as above.

OIL! OIL!

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IMPROVED ENGINE and SIGNAL OIL,

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PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning**, and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

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In no case has it failed to meet the approval of the consumer.

The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

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Reliable orders filled for any part of the United States or Europe.

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INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

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Messrs. T. B. CODDINGTON & Co., New York.
" P. & J. P. HAWES & Co., Boston.
" FARRAR, FOLLETT & Co., "
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SHEET BRASS,
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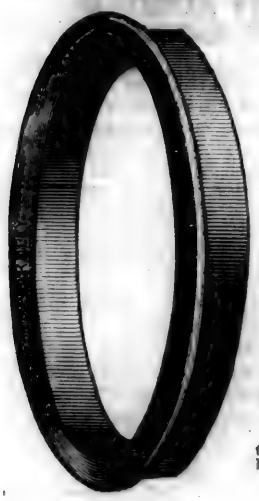
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Cylinder Heads, Jackets, Raised Bands for Boilers, etc., etc.,
Also, **Smoke Stacks and Russia Iron Jackets.**
Also, COPPER FLUES OF SUPERIOR QUALITY, and
All other Copper Work for Locomotive and Stationary Engines.
Brass and German Silver Name and Number Signs
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Near LEEDS, Yorkshire,

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LOCOMOTIVE TIRES,

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TIRES,

Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.



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SOLE AGENTS for the UNITED STATES and CANADAS.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

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STEPHEN MORRIS, THOS. T. TASKER, JR. — CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

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IRON AND COAL COMPANY,

SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes, and Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

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RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

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500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

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Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

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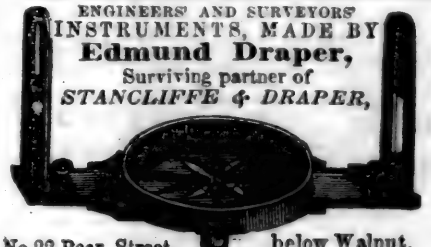
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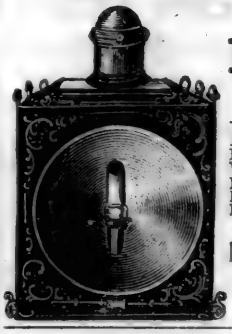
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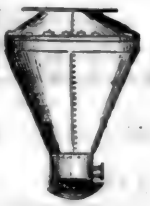
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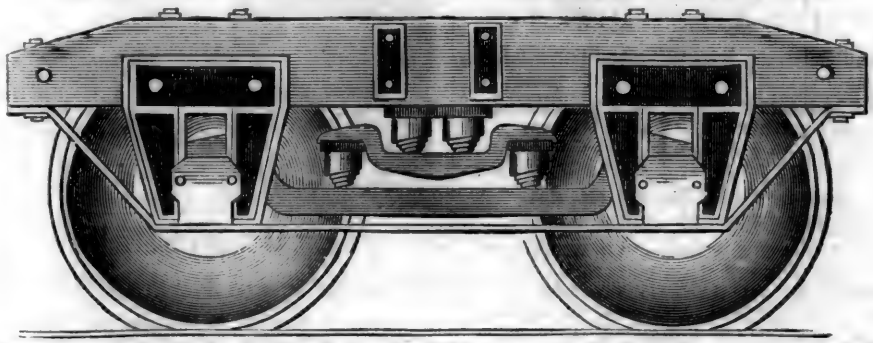
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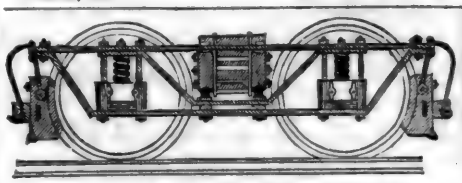
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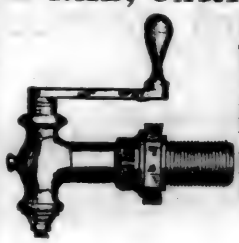
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PRINCIPAL CONTENTS.

Victoria Bridge 321
County Bonds in Iowa—Their Validity Established 323
Ventilation of Cars 324
Hanover Branch Railroad 325
Nashville and North-western Railroad 325
Knightstown and Shelbyville Railroad 326
Richmond and Lynchburg Railroad 326
Albany Northern Railroad 326
Steam Engineering in 1859 327
Railroad Progress in Texas 328
Power of Railroad Corporations to Alienate Their Franchises 329
Atlantic and Great Western Railroad 336
The Recent Attempt to Tax Our Railroads 336
New Invention in Street Railways 337
Pennsylvania Railroad Dividends 337
Don Pedro II Railroad 338
North Missouri Railroad 338
Junction Railroad 339

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(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 308.)

It is a seriously mooted question whether the reliance which is placed upon the *whole width* of the tops and bottoms of these tubes as effective to resist their strains is not a great mistake; and I am not alone in the opinion that a large portion in the centre is of no sort of service, except as lateral supports to the sides; or in other words, that the top and bottom would fail at the edges before the centre would begin to render the services for which it was designed.

If, however, we consider the whole width of the top and bottom of the tubes as effective for compression and tension, some allowance should be made for the lateral bracing necessary in the open girder. From Mr. Barton's description of the Boyne viaduct, 264 feet span and 24 feet wide, it appears that the top cross beam over-head weighs 6.8 tons, and that the lateral bracing in top and bottom weigh 10.9 tons, making a total of 17.7 tons. Reducing these to the width of the Victoria tube, and the weight would be 11.8 tons. Again reducing the length of bridge to 242 feet, and the weight would be only 10.8 tons, so that even in this view of the case the top and bottom of the tubes would weigh 59.2 tons more than the open girders.

Mr. Stephenson in further attempting to demonstrate the superiority of the tubes over framed girders, as regards the quantity of material required for a given length and depth, and designed to sustain the same load, says: "For a further example let me compare the Boyne Trellis Bridge (held by some to be the most economical) with the Victoria tube. The Boyne bridge has three spans; the centre one being 264 feet and the height is 22½ feet. It is constructed for a double line of way, and is 24 feet wide. The total load, including the beam itself, the rolling load at two tons per foot, and platform rails, &c., amounts to 980 tons, uniformly distributed. The bridge is constructed on the principle of 'continuous' beams, a term which signifies that it is not allowed to take the deflection due to its span, but being tied over the piers to the other girders, the effective central span is shortened to 174 feet; in fact this principle changes the three spans into five spans. Now the *effective area* given for compression in this centre span is 113½ *inches*, which gives a strain for the 174 feet span of nearly six tons to the inch in compression."

In reply to this statement, Mr. James Barton, in the Civil Engineer and Architects Journal of March, 1856, publishes the following correction. He says: "In this last sentence is a statement that the effective area of the top of the Boyne viaduct is 113½ *inches*, whereas the *fact* is it is 227, or 113½ inches in *each* of the beams; and the strain, where the span is 174 feet, is, *instead* of 6 tons per square inch, 2.8 tons per square inch. The drawings I furnished to the Institute with my paper gives Mr. Stephenson the areas of *each* bearer."

Mr. Stephenson starting with premises so erroneous, proceeds with his demonstration:

"The Victoria tubes are known to be 275 tons in weight, 242 feet in span, and of 19 feet average depth—the strain not being more than four tons per inch for compression, with a uniform load of 514 tons, which includes its own weight, sleepers and rails, and a rolling load of one ton per foot."

He then proceeds to equate the two, by first supposing the span of the Boyne bridge to be *not* continuous, but to be considered as an independent structure of 264 feet span, and then calculates that to sustain its own weight and a rolling load of two tons per foot, with a compression of four tons per square inch in the top at centre, the area of the chords should be 364 inches; and with his *erroneous basis* of 113½ inches, as their *actual* area, (the weight of the bridge as constructed being 386 tons,) he says it would weigh "little short of 600 tons." He then supposes the Victoria bridge to be constructed for a double line of way, 24 feet wide, and 22½ feet deep, "doubling the sides," and says "the whole weight would be very little more than 500 tons for 242 feet span;" thus leaving it to be inferred that there was an advantage of 100 tons in favor of the Victoria tubes. It is not at all a difficult matter to expose the fallacy of this comparison.

Assuming that the Boyne bridge considered as a single span of 264 feet, required 364 inches of area in the top chords for compression, this area would be only at the centre, and would decrease each way towards the ends. The area at these points is more dependant upon the mechanical connection of the different parts, than upon the strains; for the compression at the ends is theoretically nothing, but practically Mr. Barton allows 100 square inches. The areas for the intermediate space would increase as the rectangle of the segments. Now in the bridge as constructed, the actual area, as given by Mr. Barton, at the centre "is 227 inches. It comes down to 137 inches, near the ordinary points of inflection, and increases to the ends where it is 265.2 inches." This disposition of the material is made in consequence of the beam being continuous, that is, connected over the piers to the adjacent spans, thereby producing a tensile strain over the piers, where in a single span the strain is nothing. The amount of material in the chords would therefore be about 10 per cent. more in the 264 feet span than in the continuous beam. The sides would be no more; the lateral bracing, the floor beams and end pillars, the same. The weight of the bridge, as constructed, is as follows:

Top chords	105.5 Tons.
Bottom "	109.1 "
Sides	82.8 "
Cross beam, over-head	6.8 "
Floor beam	46.1 "
Horizontal bracing, top and bottoms	10.9 "
Pillars, over-piers, &c.	24.8 "
Total	386.0 Tons.

Increasing the chords 10 per cent. in order to allow for the span being single, and the weight of the bridge would be 407½ tons, instead of 600.

Now let us make the Victoria bridge 24 feet wide, "with the *sides doubled*," and *we double its weight*; that is, we make it 550 tons, instead of 275. Then let us increase its span from 242 to 264 feet, and we increase its weight between the bearings, as the squares of the spans, bringing it up to 574 tons, to which add the bearings, and we have a total of 640 tons, against 407½ tons in the Boyne bridge, *both being brought to a common standard*.

Mr. Barton, after correcting the error into which Mr. Stephenson started, as to the area of the chords at the centre, reduces the two to a common standard, with the result of 386 tons for the Boyne bridge, and 595 for the Victoria tubes, but in doing this he adopts Mr. Stephenson's statement, that the tube increased to 24 feet in width for a double track, and with "its sides doubled," would weigh but 500 tons. This weight for 242 feet span would give 595 tons for 264 feet span. It is quite evident, however, that if the bridge be increased in width so as to carry double the load, its sides being "doubled," the top and bottom must also be doubled, even though the width, instead of being doubled, is only increased to 24 feet; for no matter whether the width be 24 or 32 feet, about the same amount of effective material would be required to sustain the same load.

Mr. Barton says in regard to the comparison he makes: "Nor does even this comparison fully show the advantage on the side of the lattice; for the weights of such bridges will increase in a ratio above the square of the span;" so that, if instead of equating the two bridges by *bringing the tube up* to the standard of the lattice, the *lattice had been brought down* to the standard of the tube, a still greater difference would have been shown in their weights. Upon a reference to the weights given for the different parts of the Victoria tubes and the Boyne bridge, it will be noticed that the sides of the former weigh 84 tons for a single span of 242 feet with a single track only, the maximum load being 2.1 tons per foot; while the sides of the latter weigh 82.8 tons for a span of 264 feet, the maximum load being 3.7 tons per foot. If we take the sides alone, admitting, for the sake of the argument, that the question, as stated by Mr. Stephenson, is really narrowed down to *them*, we shall find that it is a matter of some importance. Doubling the sides of the Victoria tube to carry a double track, and increasing the spans to 264 feet, their weight would not be less than 180 tons against 82.8 in the lattice bridge. If such remarkable differences are found to exist, when applied to a double track, with a span of 264 feet, proportional differences will, of course, be found when the comparison is made upon a common standard of 242 feet span with a single track. The same general proportions will be found in comparing the tubes, with the Warren girder, and it is unnecessary to multiply figures to demonstrate them. So far, then, as gross weight is concerned, there can be no sort of doubt, as to the immense superiority of the framed girders.

Mr. Stephenson was singularly unfortunate in his premises, and (inadvertently of course) making an error of 50 per cent. in his first figures, it is not surprising that the conclusions should be equally erroneous.

That plan of construction which requires the least weight of material for a given strength, irrespective of the cost per ton, is most economical in another important respect, viz: *less of its own strength would be absorbed in supporting its own weight*. The comparison I have made of the Victoria tube with the Boyne bridge, shows that the same strength might have been obtained with two-thirds the material used, thereby lessening the load 80 tons. The working load could thus be increased 25 per cent., the factor of safety remaining the same—or with the same working load, viz: one ton per foot, the factor of safety 3.7, which every engineer will concede is none too high, would have been increased to 4.4.

I have not before referred to one particular advantage claimed for the tubular system, which is that the sides in themselves have an *inherent strength*, whereas the sides of the trellis girders would collapse of their own weight if disconnected from the top and bottom. Upon the standard of the Boyne bridge the sides of the tubes would have 100 tons more material in them, than that structure has. Now if *this excess of material, spread out in a thin sheet, standing on its edge, will sustain more load than it would, properly distributed, in the top and bottom chord, and in the braces of a trellis bridge*, there might be an advantage claimed; but as this proposition is so contrary to all the well known laws that govern the disposition and arrangement of materials in a girder to obtain the greatest strength with the least amount of material, that it requires no abstruse calculations to demonstrate its absurdity. Mr. Liddell in his reply to Mr. Stephenson, says in regard to this claim: "It may, however, be fairly reproached to the plate sides, that not only would *they* collapse, if disconnected from the top and bottom, but that if it were not for the vertical columns and stiffeners, *they would collapse under the action of the top and bottom, without being disconnected from them at all*." And Mr. Barton says—"Did it not strike Mr. Stephenson that the same argument would prove that there *was no strength in the top and bottom*. What would become of these if disconnected from the sides? Would they not 'collapse?' And the argument from this, (similar to Mr. Stephenson's,) would be, therefore, that the top and bottom do not add any strength, or anything, but *strain* to the *sides*."

I give the following extract from Mr. Clarke's work on the Britannia tubes in order to show how much superfluous material is used in the sides in order to render them *efficient at all*:

"The material in the *sides* of one large tube is distributed in the following manner:

40	per cent.	in the plates acting as sides.
19	"	" " covers.
27	"	pillars and stiffeners.
7	"	knees and gussits.
7	"	rivet heads.
100."		

From this it will be observed that 60 per cent of the whole weight in the sides is required to connect together the remaining 40, and enable it to do its duty. The aid given by the sides in sustaining the load is, therefore, rather expensive, and it may be concluded that if the 40 per cent. contains material enough to make the fraces of a lattice, the surplus 60 per cent. could be more profitably used.

That no difficulty is experienced in fulfilling the dimensions of the different parts of the trellis girders for such spans, is proved by the construction of the Boyne viaduct, having a span 22 *feet greater than the Victoria tube*.

In comparing tubes with the *Warren girder*, Mr. Clarke in his report admits that when the span is small and the depth considerable, the strain on the sides of the former, only calls for plates of such extreme thinness, that as a question of durability, altogether apart from strength, it is *necessary* to use a much thicker plate than theory calls for; and a *waste of material* to that extent undoubtedly takes place. And he considers that here the Warren girder has the advantage, as the material being in bars instead of plates, no such surplus is required; nor are bars of iron of such dimensions so liable to suffer from oxidation as thin plates with so large a surface exposed; but he considers that this advantage is only in the sides, adhering to the statement made by Mr. Stephenson, that the area of the top and bottom must be the same to give the same strength; but when the span is large, as at the Victoria bridge, he considers that the practical difficulties in substituting Warren girders, would consist in uniting the various parts, from their becoming so "ponderous," and that the amount of "superabundant material" required for lateral stability would give the tube an important advantage, while the requisite strength of the sides of a tube of such span, no longer render necessary any waste of materials. In the shorter span he says the Warren girders have another advantage, viz: that they can be put together without *skilled labor*, and on this ground he has frequently seconded their adoption. But he speaks of a danger from trains running off the tracks and through their sides, which does not exist in the case of tubes.

The inference from this is that the materials in the Warren girder can be put together for a less cost of labor; and as bars of iron are cheaper than boiler plate, unless the different parts of a Warren girder, for a span of 242 feet, are too large to be readily procured, or handled, or "connected," the Warren girder would cost less. We have in this country a few small girders constructed on the Warren principle, both in wood and iron, none, however, large enough to adopt as examples in this comparison; but in reply to this statement of Mr. Clarke's, Mr. Liddell gives figures deduced from examples in England. He says: "Now, what are the facts in regard to these ponderous columns, &c. For Warren girders of spans of 242 and 330 feet, the heaviest length of the compression flange between supports, would weight about

	2½	Tons.	4½	Tons.
Do. Tension bars	1	"	1	"
The heaviest struts	1	"	2	"
Do. Ties	0.9	"	1¾	"

—and in the whole girder of which I have had designs made, as *in all other* girders of a similar

kind, the forged work is not two per cent. of the whole. The bars are all of a much *thicker* and *cheaper* and *stronger* form of iron, than the plate required for a tubular bridge; and the superabundant material required to ensure "lateral strength" is not only *not* more in proportion to the whole weight, than in smaller girders, but the proportion actually diminishes as the length of the girders increase. As regards danger in passing between the girders of Warren's, or *any other kind of diagonal bracing*, I need hardly, I think, say one word. It is unquestionably a thing so easy to be provided against that the merest tyro should be ashamed to make the objection."

Mr. Clarke instances the Newark Dyke bridge as a Warren girder of similar span to the Victoria bridge, but weighing considerable more. The dimensions and weight of the two compare as follows:

	Span.	Depth.	Width.	Weight, including track.
Victoria Tube	242 ft.	20 ft.	16 ft.	305 tons.
Newark Dyke	240 6 in.	16 "	13 "	292 "

To make a fair comparison, the two bridges must be brought to a common standard of width, height and span, and their relative strengths compared.

The Victoria tube reduced to 13 feet in width, would weigh the same; for it must have about the same material in top and bottom. Its length reduced from 242 to 240½ feet, would reduce its weight in proportion to the squares of the lengths, viz: to 302 tons. Decreasing its height from 20 to 16 feet, would increase the material in top and bottom, inversely as the depth, giving them 197 tons instead of 158. Its sides would decrease in weight about 20 tons, making the bridge 321 tons against 292 in the Newark Dyke bridge. This, it is true, is but a difference of 29 tons, but there is included in the weight of the Newark Dyke bridge a platform of 50 tons weight, which is represented as being 25 tons more than necessary. Deducting this, and the comparison would stand: Victoria tube, 321 tons; Newark Dyke, 267 tons. Now what is the relative strength of the two bridges? Mr. Stephenson represents the strain on the Victoria bridge with a load of one ton to the foot, in addition to its own weight, to be four tons per square inch compression in the top, and five tons tension on the bottom. The ultimate strength of top being taken at 14.8 tons as its resistance to "buckling," the factor of safety is 3.7. The ultimate resistance of the bottom to tension, according to the results of the Britannia bridge experiments, being 18.6 tons, we have the factor of safety, viz: 3.7. The dimensions of the Newark Dyke bridge, as given by Mr. Chas. Wild, who made the working drawings, give us the factors of safety in that structure, with a working load of one ton to the foot, 9 for the top and 5 for the bottom—so that the top has more than twice the material in it necessary to give the same strength as in the top of the Victoria bridge, and the bottom has about 34 per cent. more. Making the deductions from top and bottom, so as to make the factors of safety the same as in the Victoria bridge, and the weight of the Newark Dyke bridge would be not more than 220 tons. The cost of this bridge is stated to be under £20 per ton, including staging and expense of testing; but adding for difference of cost between Canada and England, the relative cost of a single span of same length (242 feet) would be (deducting tracks):

Newark Dyke Bridge, 195 tons, £25 ..... £4,876
Victoria Tube Bridge, 291 tons, £54 15,714

Difference in one span £10,839

The difference in the cost on the 24 spans would be about £260,000, or $1,300,000, in favor of the Warren girders.

(To be continued.)

County Bonds in Iowa--Their Validity Established.

We give below a decision of Judge Love of the United States District Court for the State of Iowa, upon the question of the validity of bonds issued by counties in this State in aid of railroad companies. As the decision is preceded by an elaborate discussion of the question, and cites the various decisions of the courts of the State upon this matter, we give the decision of Judge Love entire.

Robert Moir, vs. The County of Jefferson. } In the District Court of the United States for Iowa.

OPINION OF THE COURT.

This is an action upon several coupons to certain bonds issued by the county of Jefferson to the Burlington and Missouri Railroad Company, and assigned to the present plaintiff. Defendant demurs to the petition, on the ground that there existed, by law, no authority in the counties to issue the bonds or coupons on which the suit is founded.

Section 114, of the Code, provides that "the County Judge may submit to the people of his county at any regular election, or a special election called for that purpose, the question whether the county will construct, or aid to construct, any road or bridge which may call for an extraordinary expenditure," etc. And the question in this case is, whether this section was intended by the Legislature to include railroads, or only the ordinary county roads. If this provision applies to railroads as well as ordinary county roads, then the county of Jefferson was authorized to issue the bonds and coupons involved in this suit.

It is well settled by the decision of the Supreme Court of the United States that the Federal Courts will follow the Supreme Courts of the several States in the construction of their own constitutions and laws.

If it were otherwise, we should have in effect in the same State, the mischievous anomaly of two different constitutions, and two different laws by judicial construction, and the Federal Courts would have the power to set up in any State a local and internal policy at war with the settled policy of the State, founded upon its judicial decisions. A man might gain or lose his title by changing his residence, and, consequently, the forum in which to prosecute or defend his rights. To avoid the intolerable inconvenience which would result from such a conflict of laws the Supreme Court of the United States have established the rule to which I have just referred.

It is, therefore, my duty to ascertain, if possible, what construction the Supreme Court of Iowa have put upon the section in question, and to follow that interpretation.

This question was first decided by the Supreme Court of Iowa at the June term, 1853, in the case of Dubuque County *vs.* the Dubuque and Pacific Railroad. There is no doubt that the case was well considered—the question was directly before the Court, and the judges were evidently fully aware of the importance of the precedent they were about to establish. The Court held that Section 114 of the Code, is applicable to railroads, and that the county of Dubuque was authorized to issue its bonds in pursuance of the provisions of the Code to aid in the construction of the Dubuque and Pacific Railroad. This case was decided before the bonds were issued, upon an appeal taken from the decision of the County Judge ordering the vote.

The question was again before that court (see 4th G. Greene, page 1st, (at the June or December term, 1854, upon a petition praying for a prohibition to the County Judge of Cedar county against the issuing of his warrants to the County Treasury, to pay the interest becoming due on the bonds which had been issued. The Court refused the prayer of the petition, holding that the bonds were authorized by the provisions of the Code. The Court expressly declared that it was their intention to leave the question where the previous decisions had left it." In the previous case of Dubuque County *vs.* Dubuque and Pacific Railroad Company, Judge Kinney dissented, but in the case just cited (State *vs.* Bissell, 4 G. Greene, 333,) the Court was unanimous so far as this question is concerned.

Before the question arose again our Supreme Court, in the case of Clapp *vs.* Cedar County, 5th Clarke, 15, the Judges had been changed. The question was made in that case by demurrer, to a petition to recover the amount due upon certain coupons to the bonds issued by Cedar County. I wish to call particular attention to the very remarkable language of Mr. Justice Woodward, in pronouncing the opinion of the Court.

"That next stage is this—do the counties of this State possess this authority, whether inherently or by express provision? If we were called upon to decide this question now, for the first time for this State, we should certainly entertain heavy doubts of the existence of the power upon any grounds, and if the attempt were made to place it upon Sec. 114 of the Code, under the power to aid in constructing roads, we should think very lightly of the argument. If the power exists, it must have some other foundation.

But this is a subject on which change is disastrous. It is one on which we are bound by former decisions. Such a one has been made, and the public and the world have acted upon it. To change now, *would be the worst of all repudiation, judicial repudiation.* The first decision on a subject of this nature, by the highest judicial tribunal of a State, at a time when the business of the country is moving on, is final—it determines the policy of the State. It is impossible to recede. The world waits and listens for the judicial determination, and then acts accordingly; and in this case has acted with vigor.

This question was determined in the case of Dubuque County *vs.* the Dubuque and Pacific Railroad Company, 4 G. Greene, 1, and in the State *vs.* Bissell, 4 Ib. 328. And five railways have commenced their progress across this State, and several millions of dollars have been subscribed by our counties. Whatever we may think of this as a policy, the Court cannot arrest it consistently, with any regard to the judicial character. The trust must now rest upon the intelligence of the people and their representatives.

Let us next see what the Legislature has done, remembering that we are now in the "early times," when contemporaneous construction arises. By statute of 1854-5, (chapter 128, 1855, 190,) it is enacted that, "Whenever any company shall have received, or may hereafter receive, the bonds of any city or county upon subscription of stock by such city or county, such bonds may bear interest at any rate not exceeding ten per cent.," etc., and the provisions of the act shall apply to any railroad bonds which have been heretofore issued, as well as those which may hereafter be issued. By the same statute (chapter 149, 219,) it is enacted that, in "all cases where county, city, or town corporations have, or may hereafter become stockholders in railroads or other private companies, it shall not be lawful to issue the bonds until, etc.—provided that nothing in this act shall, in any way, affect corporation rights for any contracts or subscription heretofore made with any railroad company or corporation, for the issuing of county corporation bonds."

"Now, when these decisions and this legislation are regarded, does any lawyer expect this Court to overturn all that has been done upon the faith

in them, whatever our present individual opinion may be? We believe not?"

The next case in order is that of King *vs.* Johnson. 6 Iowa, Rep. 266.

This was an action upon the coupons precisely like the one now at the bar. The defendant demurred, and assigned the following among the causes of demurrer: "That the said promises are void upon their face, for the reason that the county had no power or authority, under the laws of the State, to make the same."

Woodward, Justice, in delivering the opinion of the Court, said: "The question whether counties have power, under the laws of this State, to subscribe to the stock of a railway company, and thus to assist in this species of road, has been fully considered in this Court, in the case of Clapp vs. the County of Cedar, 5 Iowa, 15. The question is not argued in this case at the bar, and the counsel do not appear to look for a re-examination of it. Since the decision of the former case the Court has seen no occasion for a change of its views, and the subject will not again be discussed in the present case."

The subject was again before the Court in McMillen *vs.* Boyles, County Judge, 6th Iowa 305.—The question was evidently considered in that case for Chief Justice Wright, in his published opinion in the subsequent case of Young Stokes *vs.* Scott County, says, referring to what was decided in McMillen *vs.* Boyles: "*The power of the County* to take stock is recognized" (in McMillen *vs.* Boyles) by reference to the cases previously adjudicated, and the case turned upon the question of the power of the Legislature to legalize the irregularity in the manner of submitting the proposition." Moreover, Judge Woodward, in giving the opinion of the Court in McMillen *vs.* Boyles, says: "But, inasmuch as that body (the Legislature) *can confer that authority* and *has conferred it*, we conceive that the same body may remedy a defect in the exercise of it."

The question has also been decided by the Supreme Court of Iowa, in the three cases of Garnes *vs.* Robb, Alger *vs.* Robb and Jinkins *vs.* Robb. These cases are not yet reported, but we have in Judge Wright's printed opinion, already referred to, a statement of them as follows:

"In the three cases of Garnes, Alger and Jenkins *vs.* Robb (June Term, 1859) the County Treasurer had levied upon personal property, to satisfy a tax thus voted. The owners brought trespass and replevin, and, among other grounds, urged that the county had no right to levy and collect a tax for this purpose. The question was regarded as settled by the previous cases, and was disposed of by simply referring to them."

In McMillen *vs.* the County Judge and Treasurer of Lee County, 6 Iowa 392, Chief Justice Wright, in giving his opinion, says: "The power of a county to take stock in a company, organized for the purpose of constructing a railroad or other public improvement, though the same has been recognized by a majority of this Court, in the following cases: (citing the cases already referred to.) While I have never concurred in this ruling, and still deny the power, yet it may now, I suppose be regard as settled."

Such is the long and unbroken current of decisions by the highest Court of the State, upon the faith of which the citizens of this and other States have invested millions in these county bonds. Our people have received the consideration of these bonds. In some cases the roads have been actually constructed. This is certainly the case so far as the bonds now in suit are concerned. The people of Jefferson County are in the full enjoyment of the railroad, for the construction of which these bonds were given. Having thus, by the decisions of our highest Court, induced people to lend us their money, and being in the full enjoyment of the consideration, it is proposed that by "the worst of repudiation—judicial repudiation," we should get rid of the payment of these coupons. Surely this would be justly regarded by all the world as nothing less than a judicial fraud—which, next to a pious fraud, is the worst of frauds. Our counties have been, it must be admitted, involved in a great misfortune; for this county indebtedness is a grevious misfortune. It is a very bad thing. It has been all wrong from the first. As an individual, I have ever been opposed to it—I have never in a single instance given a vote to any County loan to railroads. It is now proposed that we add to our misfortune the disgrace of repudiation. But county debt is not the greatest of evils—insolvency itself is a less misfortune than the loss of a character for integrity. The one may be retrived—the other never can! This judicial repudiation now would lead to the utter distraction of all public credit and of all public confidence in the people and government of this State. When and what may we trust, would naturally be asked, since your courts of justice have proved unworthy of confidence?

It is in vain to attempt to get of the odium of this repudiation by a nice criticism upon the reasons which particular judges have from time to time given for their opinions! Still more vain is it to count upon our fingers the number of silent or dissenting judges who have not sanctioned the construction of the code, authorizing the issue of these bonds in order to show that in the aggregate then, a majority of the judges have been opposed to that construction. A majority of the court is the court so far as the validity of their decisions are concerned, and the world justly regards the decisions of that majority as the true evidence of what the law is.

I have looked carefully at the case of Young Stokes *et. al. vs.* Scott County, and I am clearly of the opinion, that it does not overrule any of the previous cases referred to in this opinion. Indeed, it could scarcely have been the intention of the court to overrule these cases, without saying so. Young Stokes *et. al.* was decided at the December Term 1859, and we have seen that as late as the June Term of the same year, the court had affirmed the doctrine established in the previous cases. The case of Young Stokes & Co. *vs.* Scott County was an application for an injunction to restrain the county from issuing the bonds.

In the previous cases, from Clapp *vs.* Cedar County to Jenkins *vs.* Robb, the bonds had been issued and they were in the hands of innocent purchasers. The court therefore in those cases, though entertaining doubt as to the true construction of section 114 of the code, acquiesced in the previous decisions. Judge Wright, himself, expressed his acquiescence in McMillen *vs.* the County Judge and Treasurer of Lee County. But when the case of Young Stokes *et. al. vs.* Scott County arose, under wholly different circumstances and involving none of the evil consequences alluded to by Judge Woodward in Clapp *vs.* Cedar County, Judge Stockton concurred with Judge Wright, in restraining the issue of the bonds. Judge Woodward dissented altogether even in this case—Judges not unfrequently feel constrained to acquiesce in settled decisions even against their clear conviction of what the law is. So it was, I presume, with Judge Stockton in the case of Clapp *vs.* Cedar County and the cases following that decision. But when the question arose involving wholly different circumstances and different consequences, Judge Stockton might, with great propriety, return to his original opinion. Judge Woodward indeed very distinctly intimates in Clapp *vs.* Cedar County that the judgment of the court would have been different but for the mischievous consequences of overruling the previous adjudication.

Hence in Young Stokes and others *vs.* Scott County, we find Judge Stockton declaring in the same breath that the counties of this State, under the provisions of section 114-116 of the code have no power to subscribe to the capital stock of railroads and issue county bonds in payment of the same, and that the State approves of the previous adjudications in Clapp *vs.* Cedar County, and Ring *vs.* Johnson. He says, "in each of these cases, in my opinion, the plaintiff was entitled to recover, &c." I see nothing inconsistent in his position, in view of the ground upon which the court placed their judgment in the first case which arose when he was upon the bench. Nor do I see any reason to suppose he will ever recede from the ground he then occupied in a case involving the same circumstances. Indeed, he declares in express terms that his opinion remains unchanged, that in these cases the plaintiffs were entitled to recover.

It must be admitted by all that it is at least a question of doubt whether the counties are authorized by section 114 of the code to subscribe to the stock of railroads. It would be a very poor compliment to the Supreme Judicial Tribunal of Iowa to say that, without doubt, the counties are not authorized to issue these bonds.

Certainly the action of our Supreme Court will justify us in saying that the authority of the counties is at least doubtful.

Suppose, then, it is a question of doubt in whose favor, under the circumstances of this case, should that doubt be resolved?

Should it be resolved in favor of the county which is in full enjoyment of the railroad, and which still owns the stock; or in favor of the innocent purchaser of the bonds, who has given his money upon the faith of so many judicial decisions? In other words, should it be resolved in favor of that which is manifestly just or that which is manifestly unjust?

But even if the Supreme Court of the State should change front upon this question, this tribunal could not follow them. The Supreme Court of the United States in the case of the Piqua Branch Bank *vs.* Knoop, 16 Howard, 376, held that "In construing the Constitution of a State, this court will adopt a settled construction existing when the contract in question was made, acquiesced in by all branches of the government, and under the authority of which the contract was entered into, and reject a more recent decision by the highest court of the State, as not affording a rule for such a case."

This sound and just principle is, it will be seen, conclusive upon this court, in the case at bar.

The demurrer is therefore overruled.

J. M. Love.

Ventilation of Cars.—Mr. Ruttan.

It is well known that Hon. H. Ruttan, of Cobourg, Canada, has, for many years past devoted himself to the subject of *ventilation*. He has now recently turned his attention to the ventilation of railroad cars, and has lately placed his improvement on the Boston and Lowell, among other roads. It has given such entire satisfaction, that the managers of that road have conveyed their approbation to him in the shape of a gold snuff-box of massive size and exquisite workmanship. It gives us great pleasure to copy herewith the letters of presentation and acknowledgment.

Boston & Lowell and Nashua & Lowell Railroads.
Manager's Office, Boston, March 27, 1860.

Hon. Henry Ruttan: Sir—At a late meeting of the Directors of the Boston and Lowell and Nashua and Lowell Railroad Companies, I was authorized to present to you some suitable testimonial on behalf of these companies, in acknowledgment of the value which they place upon the system of ventilation introduced by you into their passenger cars.

Your experiments, continued now through two winters and the intervening summer, with a number of our best passenger cars, have satisfactorily proved that in summer it is entirely practicable to exclude all dust, and at the same time keep up in the car a full supply of fresh air, and that in winter a railroad car may, without difficulty, be readily and thoroughly warmed and perfectly ventilated at a cost for fuel which at least does not exceed that of any other known method of heating.

Lack of ventilation is now one of the greatest evils in railroad traveling, although little thought of by the mass of travelers, because they do not see the foulness which they momentarily breathe; but the time will probably come when the public will be as unwilling to place themselves in the

hot and poisoned atmosphere of an unventilated car as they are already unwilling to put their children in an unventilated school room.

I have no hesitation in saying that your ventilated cars give very great satisfaction to travelers upon our roads, and we shall put the system to general use in our cars as soon as reasonably practicable.

Permit me now, sir, in evidence of the esteem in which your invention is held by us, to present to you, on behalf of our roads, the accompanying gold snuff box, which has been made with great care from an original design for the express purpose, and which I trust may prove in every way acceptable to you.

With assurances of personal regard,
I am, sir, very respectfully,
Your obedient servant,
GEO. STARK, Manager.

AMERICAN HOUSE, BOSTON, March 27, 1860.

Mr. Chief Manager:—Sir, I thank you for this—I may truly say—magnificent present. To form, however, anything like a true estimate of the extent of my thanks, it would be necessary for you to imbibe somewhat of the enthusiastic feelings always incident to the mind of an investigator of science, and then to follow me through the toil, labor of mind and body, as well as the experiments instituted and unceasingly followed up during the last fifteen years of my life.

This I have done in order to place upon a permanent and incontrovertible footing the true system of a spontaneous or natural ventilation, not of railway carriages only, but of houses and all other apartments whatever in which animal life is to be preserved.

It would be gratifying to me, indeed, here to descant upon the subject of ventilation generally, but a due regard to those conventionalities usually observed upon occasions like the present, forbid such indulgence.

For a man to find himself standing in a city which holds the first rank upon this continent, in all that constitutes a character for intelligence! with the directors of a railroad corporation, second to none in importance in America, and which is under the chief management of a gentleman confessedly at the head of his profession—I say for man, after years of study, anxiety and close investigation, to find himself thus situated and receiving a full recognition of his services by the stamp of such an approbation, seldom falls to the lot of any individual, but especially to a non-professional one like myself.

Under these circumstances, sir, you may imagine better than I can describe, my feelings at this moment. Although for very nearly half a century I have held various offices under the government of the Province, (of which I am an inhabitant, and in which I was born,) and during thirty years of that time, the highest county office in the gift of the Crown; and although I have also held, during a part of that period, the highest office in the gift of the people of that Province, yet I can truly say that the successful issue of this invention has given me more true and abiding satisfaction than all these honors (however highly I value them) put together.

I beg, sir, that you will not here misunderstand me. These feelings have no part of their origin in any mercenary motive. There is no necessity for it; but only and wholly in a desire to benefit my fellow-man, and in an ambition, I must confess it—a laudable one, I hope—of having one day a name connected with a branch of science so important to mankind, and so little understood.

I cannot close these few remarks, called forth by the kind letter which you are authorized to address to me, without an acknowledgment of the deep gratitude which I feel toward those of your directors with whom I have had the pleasure of a personal communication, and especially to you, sir, with whom I have necessarily had a more intimate communication during my short sojourn, for the invariable urbanity and gentlemanly feeling manifested toward me during the short intercourse which we have had together.

I have the honor to be sir,
Your obliged and obedient servant.
H. RUTTAN.

Pittsburg, Fort Wayne and Chicago R. R.

The earnings of this road for the quarter ending March 31st, 1860, compared with the corresponding period of the previous year have been as follows:

	1860.	1859.	Increase.
Jannary..	$139,679 61	$120,541 63	$19,137 98
February.	152,255 11	128,636 04	23,619 07
March...	190,528 30	168,346 75	22,181 55
	$482,463 02	$417,524 42	$64,938 60

Hanover Branch Railroad.

This road is 13 miles in length. It commences at Hanover Junction, a point on the Northern Central Railroad, 46 miles north of Baltimore, and extends westwardly to Hanover. At this point it joins the Gettysburg and the Littlestown railroads—the former running to Gettysburg, a distance of 17 miles, and the latter to Littlestown, 7¼ miles—both of which are operated by the Hanover Branch Railroad Company. The earnings of these roads for the fiscal year ending March 31, 1859, were as follows:

Hanover Branch Railroad		$25,945 48
Gettysburg	"	3,535 80
Littlestown	"	1,950 90
Total earnings		$31,432 18
The expenses were:		
Transportation	$2,951 77	
Motive power	7,847 31	
Repairs of road	3,749 23	
General expenses	926 44	
		15,474 75
Balance		$15,957 43
The receipts from all sources during the year were as follows:		
Earnings, as above		$31,432 18
Sale of iron and materials, stock subscriptions and rent		2,101 66
Material on hand per last report		3,012 86
Balance in treasury " "		1,158 58
		$37,704 78
The disbursements were:		
Working expenses as above,	$15,474 75	
Renewal expenses	4,924 52	
Car house, etc.	647 65	
Rolling stock	3,665 37	
Interest	2,116 50	
Debt, etc.	5,000 00	
Materials purchased	3,933 66	
		35,762 45
Balance in treasury March 31, 1859		$1,942 33

The entire working expenses, including the Gettysburg and Littlestown roads, and the maintenance of road and equipment amounted to $20,399 27. These expenses appear to have been in excess of the previous year. The increase is due mainly to the additional service performed in operating those roads—the receipts from which, at 30 cents per mile run, amounted to $5,486 70—a sum which about compensated the company for its expenditures, including interest on the investment, and depreciation of machinery employed, and leaving a small margin for contingencies. These roads being regarded as valuable auxiliaries, and therefore having claims on the company's liberality, it was not designed that profits should accrue from them; indemnity alone was desired.

BALANCE SHEET.

Assets, viz:		
Road, buildings and fixtures		$172,374 92
Equipment		28,935 37
Real estate		785 39
Bills and outstanding claims		1,900 00
Cash		1,968 14
		$205,963 82
Liabilities, viz:		
Capital stock		$118,000 00
Mortgage bonds		35,000 00
Profits from earnings of road		52,092 92
Bills payable		550 00
Profit and loss		320 90
		$205,963 82

The office of the company is at Hanover, York Co., Pa., A. W. Eichelberger, President.

Memphis Valley and Jackson Railroad.

We learn from the Jackson *Eagle* that $50,000 of private stock in the road is subscribed for by the citizens of Jackson, and that the private subscription is expected to reach $100,000 at least. This is in addition to the $100,000 of stock, which it was determined by vote on the 2d inst., should be subscribed for by the City Council on behalf of the city.

Nashville and Northwestern Railroad.

We published a few weeks since a notice of this road, of which we have been furnished the following correction from an authentic source:

"The Nashville and Northwestern Railroad runs to Hickman, Ky., (on the Mississippi river), and not to Paducah. It is about 170 miles long, and connects at Huntington with the Mississippi Central Railroad, near Paris, with the Memphis and Ohio Railroad, and at Union City with the Mobile and Ohio Railroad. Thirty-six miles of the road are completed at the West end, and track-laying is rapidly progressing from the Mississippi river towards Union City. Ten miles at the Eastern end near Nashville are graded, and track-laying will commence in a few days. The grading has been let on the whole road except 25 miles of light work near Tennessee river. This road will be one of the most important in the State, as it will form the most direct southern connection with the system of roads centering in Nashville."

We learn from the Nashville *American* that the grading of the balance of the road has just been let to responsible parties upon very favorable terms—the whole to be completed within the year. In the meantime track-laying will be proceeded with, and the whole completed shortly after the grading is done. A contract is soon to be closed for the bridge over the Tennessee river. It is to be of iron, and the intention is to make it one of the best in the world. About 1,000 tons of iron have been delivered at Nashville, and 2,000 tons at the other end of the road. Another 1,000 tons is expected shortly, to be followed by 1,000 each month until the whole 16,000 have been delivered. The *American* says:

"The work of track-laying will be commenced here in a few days, and within the present month the Company will draw the bonds for the first section of ten miles, and by the close of the next month will be ready to draw the bonds for the second section.

Under the locating survey the road has been shortened eight miles this side of the Tennessee

river and two miles on the other side. This results in a saving of $100,000 on the estimate submitted to the Governor in December last.

In all contracts for grading, iron and equipments the second mortgage bonds of the Company have been used to the amount of one-fifth to one-fourth at par. So that in the two last items the Company will save nearly two hundred thousand dollars, which will be applied to grading.

Knightstown and Shelbyville Railroad.

An effort was made last summer to resuscitate this project, which succeeded so far as the re-grading of a large portion of the road-bed and the relaying of the road for about five miles from Shelbyville with T rail. The enterprise, the Indianapolis *Journal* states, "is now abandoned, and the iron laid down is to be taken up and used elsewhere. This is a source of regret to the people along the line of the road, inasmuch as it would have afforded them direct outlets for their produce to Cincinnati, Louisville and the Eastern cities, by way of either the Indiana Central, the Indianapolis and Cincinnati, the Madison and Indianapolis, or the Jeffersonville Railroads. The road would have been an aid to the freight business of both the Indiana Central and the Jeffersonville roads, and facilitated the transportation of produce and merchandise from all intermediate points between Madison and Jeffersonville, and the connecting point at Knightstown, besides accommodating a large local interest."

☞ The Council of the city of Alton, Illinois, have rescinded their resolution to withhold the payment of the interest due on the 1st inst. on certain bonds endorsed by the city. The Alton *Courier* says:

The most important action at the Council was that in relation to the payment of the railroad interest. The Council took the back track quite gracefully, on the whole—voted to rescind the former votes withholding the interest on the Chicago and Mississippi road bonds, and voted $3,000 for the payment of the July interest on the Terre Haute road bonds. The vote on each question stood nine to three. We need not say that we most heartily rejoice at this action of the Council. Let everybody understand that Alton does not repudiate—that she stands ready to pay her honest indebtedness. The Council thought itself justified in withholding the interest for a time—we did not; but we can assure them that their present action will receive warm commendation from every one who has the interests of our city at heart.

Shelbyville and Rushville Railroad.

The Cincinnati *Enquirer* says that "the iron has been relaid on this road to within four or five miles of Rushville. Mixed trains of freight and passenger cars are daily run from Shelbyville as far as Manilla, in Rush County. The work will be prosecuted until the whole line to Rushville is completed and made ready for business. This piece of road will, undoubtedly, furnish the outlet of the Junction Railroad, from Cincinnati and Hamilton to Indianapolis until the Junction road is completed."

Southern Railroad.

One of the most important acts of the late General Assembly to the city of Nashville was that reviving the charter of the Southern Railroad Company, and bringing it within the benefits of the Internal Improvement law of 1852, by which it is endowed with State aid. It will form a direct connection with the two greatest roads of our Southern system, the Mobile and Ohio and the New Orleans, Jackson and Great Northern. This connection is the shortest that has ever been projected between Nashville and New Orleans, and when completed will form the main trunk traveling between the South-western and the North-eastern States.—*Nashville Patriot.*

Richmond and Lynchburg Railroad.

We learn from the Richmond *Dispatch* that a bill was passed by the Virginia Legislature, at its recent session, chartering a company to construct a railroad from Richmond to Lynchburg. The bill appoints Messrs. Thomas W. McCance, James Lyons, H. W. Fry, Joseph R. Anderson, H. L. Kent, D. H. London, and a number of other gentlemen, as commissioners to open books of subscription to the capital stock of the company amounting to $1,000,000. Whenever 2,000 shares are subscribed, the company may be organized and proceed with the undertaking. The route of the road is to be located through Chesterfield, Powhatan, Cumberland, Buckingham and Appomattox to Lynchburg. The *Dispatch* says:

The road will pass through the very best portion of the country on the south side of James river. It will thus bring a fine country into *railroad notice*, greatly enhance its value, and improve it. It will suggests new projects and schemes for that region, which will redound to the advantage of the State as well as the country immediately concerned. The people along the route will not be slow to perceive their interests in this particular. Indeed, it was through their persistent and energetic appeals to the Legislature that the charter for the road was passed. They will, we are sure, go to work cordially and energetically to secure the charter and build the road, in which this city, we are equally confident, will cooperate with no less zeal.

Albany Northern Railroad.

Negotiations have been for some time in progress between different parties in Troy and the owners of the Albany and Vermont (the Albany Northern) Railroad, for the purchase of that property. The sale has been actually consummated in New York, parties in Troy (connected with the Rensselaer and Saratoga and Troy and Boston Railroads) buying $400,000 of the $600,000 of the capital stock of the road. The road sold for $252,-900; there are liens on it, which the new company assume, of $55,000, making the total amount paid $307,000. The road was built in 1851-52, and was first operated in 1853. Its original cost was about $2,600,000. Immediately after the purchase, the new stockholders elected the following Board of Directors: L. G. B. Cannon, Jos. M. Warren, James Forsyth, H. L. Shields, John B. Gale, Thomas W. Lockwood, L. H. Tupper, Chas. W. Tillinghast, of Troy; and on the transfer, Messrs. Corning, Payne and Martin, of the old direction, resigned their places. At a meeting of the new board, L. G. B. Cannon was chosen President, and L. H. Tupper, Superintendent.

The length of the road is 32 miles—commencing at Albany, and West Troy, Cohoes, Waterford, Washington County, and connecting with the Rutland and Washington Railroad.

The road was built to give Albany important railroad connections with the North, and divide with Troy the Northern trade, which she was thought to have secured by the Rensselaer and Saratoga and Troy and Boston Railroads.—*Albany Argus.*

Columbus and San Antonio Railroad.

The San Antonio *Ledger* has an account of the organizing of this company, $300,000 being subscribed at the time. A. M. Gentry, was elected President, Mr. Vance, Vice President, C. M. Congreve, Treasurer, and G. R. Otis, Secretary.

Toledo, Logansport and Burlington R. R.

The election of directors of this company was held at Logansport on the 12th inst. The following gentlemen were chosen: D. M. Dunn, Wm. Chase, Logansport; W. Colburn, Toledo; J. B. Waring, Cleveland; George Palmer, Buffalo; Samuel Gilman, Chas. A. Secor, New York.

Memphis and Little Rock Railroad.

The prospects of the completion of this road are brightening every day. The company recently determined to issue $1,800,000 of bonds based upon the road, the lands, and all of the assets and effects of the road. As the road is entirely out of debt, and as none of the lands accruing to it under the act of Congress have been disposed of, the means of meeting the bonds will be ample, and there is a belief among the best informed business men that they will meet with a ready sale in the market.

There is also, it is stated, a prospect, almost amounting to a certainty that the county of St. Francis, in Arkansas, will take stock in this road to the amount of $100,000.

There are twenty-eight miles of the road graded between the Arkansas and White rivers, and the whole distance between the two rivers will be graded and made ready for the iron without delay. Cross-ties and wood work for the whole of this division are being prepared; and when the work of track-laying commences it will be prosecuted without delay until the whole division is completed.—*Nashville Union.*

Marietta and Cincinnati Railroad.

Since the completion of this road to Belpre, opposite Parkersburg, the business in each direction has materially increased. In March, 1859, the westward business over the Marietta and Cincinnati amounted to $4,500; in March, 1860, $13,000. Eastward business in March, 1859, $4,000; in March, 1860, $9,000.

Williamsport and Elmira Railroad.

This road, including its appurtenances and the franchise of the company, was sold at auction on the 18th inst. The terms of the sale were $5,000 cash and the balance in 20 days—the 1st, 2nd and 3rd mortgage bonds to be received in payment at the value of the share each bond will be entitled to as its proportion of the proceeds of sale on distribution. The property was purchased by Edward S. Whelan, Esq., attorney for the bondholders, for the sum of $100,000.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending April 17, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	87½	and int.
Covington and Lexington, 1st Mortgage	7s		"
" " " 2d "	7s	68	"
" " " Income, pref.	10s	10	
Ohio & Miss., E. D., Construction	7s	15	
Cinc., Ham. and Dayton, 2d Mortgage	7s	88	and int.
" " " 1st "	7s	94	"
Indianap. & Cincinnati, do. do.	7s	73	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 70
Columbus and Xenia	85
Indianapolis & Cincinnati	37
Little Miami	85½

Railroad Earnings.

The earnings of the Milwaukee and Mississippi Railroad for March were as follows:

	1860.	1859.
Freight	$22,481 30	$26,300 05
Passengers	12,517 95	11,482 97
Mails and miscellaneous,	4,296 88	2,269 92
Total	$39,296 13	$40,056 94

The earnings of the Marietta and Cincinnati Railroad in February were $30,000, against $22,-269 in 1859, an increase of $7,700.

The receipts of the Grand Trunk Railway of Canada for the week ending March 31,

were	$77,308 98
Week ending April 2, 1859	51,544 10
Increase	$25,764 87
Total traffic from July 1st, 1859	$2,129,597 90
Same period last year	1,718,529 30
Increase	$416,068 60

The revenue of the Baltimore and Ohio Railroad for March was as follows:

MAIN STEM.

From Passengers	$43,046 88	
" Tonnage	300,034 32	
" Mails	7,833 34	
" Express	4,923 33	
		$355,837 87

WASHINGTON BRANCH.

From Passengers	$30,417 14	
" Tonnage	7,825 56	
" Mails	1,000 00	
" Express	1,052 00	
		40,294 70

N. W. VIRGINIA BRANCH.

From Passengers	$2,574 73	
" Tonnage	25,913 12	
" Mails	866 66	
		29,354 51
Total earnings		$425,487 08

Summary of Revenue for March, 1859 *and* 1860.

	1859.	1860.
Main stem	$330,452 86	$355,837 87
Washington Branch	40,756 27	40,294 70
N. W. Virginia Railroad	29,775 55	29,354 51
Totals	$400,974 68	$425,487 08

—Showing a net increase of $24,502 40.

The fiscal year of the Company commenced with October. The revenue for the first half of the year compares with the first half of the previous year as follows:

	1859-'60.	1858-'9.
October	$416,929 61	$391,395 10
November	431,287 56	380,879 75
December	355,662 13	337,202 27
January	282,070 64	314,201 09
February	332,743 77	303,631 78
March	425,487 08	400,984 68
	$2,244,180 79	2,128,294 65
	2,128,294 65	
Increase present year	$115,886 14	

The details of the earnings of the Galena and Chicago Railroad for March are:

	1859.	1860.
Freight	$50,254 39	$48,257 62
Passengers	34,234 16	26,903 86
Mails, etc.*	2,608 62	3,800 00
Total	$87,097 17	$78,961 48
Decrease		$8,135 69

Corrected earnings for the previous month, $62,698 19.

* This sum is exclusive of $5,823 45 charged for interest March 31, 1859.

The earnings of the Chicago, Burlington and Quincy Railroad in March were as follows:

	1859.	1860.
Freight	$41,128 95	$79,144 90
Passengers	31,158 23	28,641 42
Mails, etc.	1,803 53	1,584 83
Totals	$74,090 71	$109,371 15
Increase		35,280 44
Between Chicago and Burlington, 210 miles		$126,092 65
Between Galesburg and Quincy, 100 miles		33,098 95
Aggregate earnings on 310 miles		$159,182 60
Earnings in March, 1859		114,037 21
Increase		$45,145 39

The earnings of the Hannibal and St. Joseph Railroad for March, 1860, were $113,460 43
March, 1859 66,183 27

Increase $47,277 16

The earnings of the Toledo and Wabash Railroad in March, 1860, were:

For passengers	$21,589 68
Freight	39,458 03
Mail and express	3,366 66
Total	$64,414 37
March, 1859	62,797 14
Increase	$1,727 23

In 1859, the Lake opened on March 7, this year it remained closed throughout the month. The total earnings for three months were:

1860	$149,989 08
1859	141,324 24
Increase	$8,664 84

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of March, 1859 and 1860:

EARNINGS.

	1859.	1860.
Passengers	$35,325 11	$31,308 24
Freight	44,196 13	50,592 20
Other sources	1,816 00	1,721 00
Total	$80,837 24	$84,121 44
Increase		$3,284 20

EXPENSES.

Maintaining road	$6,870 18	$8,675 53
Repairs of machinery	3,244 17	6,181 95
Operating	16,216 11	13,388 73
Total	$25,830 46	*$28,246 21
Increase		$2,415 75

* Included in 1860, expenses are $900 paid car damage done in 1856.

The earnings of the Erie Railroad for the month of March, 1860, were $433,311 76
March, 1859 372,287 45

Increase $61,024 31

The earnings of the North Pennsylvania Railroad for March, 1860, were $32,618 47
Earnings for March, 1859 28,212 12

Increase $4,406 35

In first four months of fiscal year $117,407 25
Same months last year 100,252 12

Increase $17,155 13

The earnings of the Mississippi and Tennessee Railroad for March were as follows:

	1859.	1860.
Receipts from passengers	$5,150 23	$6,482 70
" " freight	6,563 97	10,128 11
" " Ad. Ex. Co.,	74 30	118 36
" " mail service,	368 75	368 75
Total	$12,157 25	17,197 92
		12,157 25
Exhibiting an increase of		$5,040 67

The earnings of the Pacific Railroad of Missouri for March were as follows:

	1859.	1860.
	163 miles.	168 miles.
Passengers	$30,701 72	$27,826 00
Freight	32,358 45	41,350 94
Mails	2,037 50	2,100 00
Totals	$65,097 67	$71,276 94
Increase		$6,179 27
SOUTHWEST BRANCH.	1859.	1860.
	19 miles.	61 miles.
Passengers	$509 63	$1,989 75
Freight	669 77	3,114 23
	$1,179 40	$5,103 98
Increase		$3,924 58

Steam Engineering in 1859.

(Continued from p. 285.)

In all the machinery there are two distinctive classes of defects in construction. There are those which are so palpable as to bring discredit to the designer; and there are those, which, although in certain existence, may pass unnoticed and uncared for, during the life of a machine.

In the first class may be included, want of strength, bad materials, bad workmanship, and deficient knowledge in the expanding and contracting powers of materials; in the second class, we find chiefly, want of adaptation, complication, want of simplicity, errors of principle, and needless difficulties of access for examinations, repairs, and renewals.

We propose to say a few words on each of these classes of defects in steam machinery.

The engineering profession is indebted to the experiments of such eminent men as Fairbairn, Barlow, and others, for a practical knowledge of the strength of those materials used in the construction of a steam engine, and this knowledge is so easily accessible, that ignorance is inexcusable.

Constructive proficiency is obtainable in two ways: by experience, and by a careful study of the properties of materials. Many engineers depend almost wholly upon the former, few trust entirely to the latter; it is only when the two are combined, it deserves the title of engineering.

In old-established firms, where the same class of machine has been constructed for forty or fifty years, a degree of perfection is attained, difficult to be found in new establishments, although the manager may be most competent. There are exceptions to this general statement, and we might, perhaps, instance as one, the hydraulic machinery of Sir W. Armstrong, where there has been almost undisturbed success, and comparatively no failures with a new establishment, and a new class of machinery. We believe we can trace the cause of this success, but we do not feel at liberty to allude to the management in detail of any private establishment.

One strange anomaly in the manufacture of steam engines is the abominable specimens often found driving the tools of the firms who advertise to supply steam engines on the most improved principles. This is more the case in the North and Wales than in the South. You enter a large fitting shop, and hear in one corner, a wheezing, grinding noise, which, upon examination, proves to be a "Pre-Adamite" steam engine, dirty, leaky, and most extravagant in fuel.

How is it that, with such an extended experience, amounting to nearly 100 years, we have yet, at the present time, frequent break-downs and mishaps with our steam machinery? Surely, as such admirers of "precedents," we ought to be exempt from the mishaps of our trans-Atlantic friends, who do not hesitate to throw "precedent" overboard.

We believe the chief cause of our failures is the exclusive spirit existing among our manufacturing engineers, and although this exclusiveness tends to develop in competition, individual excellence and talent, it undoubtedly fosters positive ignorance and contempt for the improvement of others.

We could positively fill pages with particulars of constructive failures, not of small people, but of engineers, employing from 400 to 800 men, and we refer chiefly in these remarks, to marine engineers.

With land and locomotive engines, there are frequent opportunities for the manufacturer to observe defects in daily regular work, but in marine engines, it frequently happens the designer has had little or no experience at sea, and, unlike the Cornish man, he is too proud to "ax what he do'ant know." Hence it is, we find patentees abounding, who profess to supply us with engines so compact that they remind one mostly of those turned Chinese balls, one inside the other; but how they were put together, or how they can be separated, are questions difficult to solve.

It has been our misfortune, or, more correctly, *good* fortune, to be at sea in very bad weather,

with new machinery, and we, therefore, can speak with certainty of the inconveniences—not to mention danger—of defective construction; too much or too little taper in cocks, soft brasses, slack nuts, inaccessible valves, accessible passages for dirt or coal, and imperfect joints, &c.

Beam engines for land or sea have had their day; they have been most efficient, and possess advantages not to be denied; but with the necessity for less weight, fewness of parts, and increased speed, they cannot compete with the oscillating, trunk, and other direct-acting engines.

For land purposes the horizontal engine, with long stroke and connecting rod, will multiply, on account of its small cost and simplicity.

For steam navigation, simplicity is a great desideratum, perhaps we might say as to mechanical construction, it is *the* great desideratum. Compactness is all very well, if it means not an unnecessary waste of room, but compared with efficiency or economy, it is not to be considered. A ton of coal saved, will give 40 cubic feet additional space for machinery, and it will be found that space is economized, not by extreme compactness, which generally induces neglect in maintenance, but by efficiency and economy of fuel; and it is highly satisfactory to know that, in adopting economical principles of construction, the economy attained is not confined to a mere saving of fuel, but of space, and we believe of capital also.

If it is possible to obtain 100 per cent. more power from one ton of coal, there is every reason to believe such increased power can be secured without a corresponding increase in the first cost of the machinery.

These remarks bring us to a subject we wish to impress upon our readers, namely, the dimensions of cylinder and speed of piston.

A large cylinder and a short stroke are synonymous with waste of fuel, and yet large cylinders and short strokes prevail; indeed, in many cases the stroke does not exceed half the diameter of the cylinder. That such engines can realize the benefits to be derived from expansive action is almost impossible, whilst the amount of surface exposed for premature condensation is nearly a maximum.

We are quite alive to the importance of direct-acting screw-engines, running at a high speed, to insure a minimum amount of slip, and the length of stroke is regulated by what is considered a safe speed of piston; and there is reason to fear all efforts to decrease the diameter, and increase the length of steam cylinders, must be very limited, as long as the steam pressure is only 20 or 25 lbs. per inch, and the air-pumps attached to the main engines. With higher pressure the diameter can be reduced, and with separate air-pump engines the number of revolutions and speed of piston can be safely increased.

To insure lightness in engine power, a maximum speed of piston is indispensable, and it may be taken for granted, that from 350 to 500 feet per minute, will be generally adopted for marine engines in a few years. If the speed of an engine is increased 50 per cent., the mean pressure remaining the same, an increase of 50 per cent. of power is thus obtained without any additional outlay of capital, except what is required to give the increased quantity of steam, and it is well known the cost of boilers is only about one-third of that of the engines to which they are attached.

Increased pressure, and increased speed of piston, we reiterate, are among the chief mainstays of future progress in steam power on land and sea.

As a natural consequence of an increased speed of piston, spur wheels, loose cranks, beams, levers, and all needless complications, must be dispensed with, steam must be applied direct to the resistance, and instead of *one* vast unwieldy machine, we must increase the number and decrease the size.

Mechanical lubrication is not sufficiently attended to in fast moving engines; by self-acting lubrication, heating is avoided, and oil saved, and yet, in our mercantile steam navy, how few screw engines are fitted with self-acting lubricators.

Land engines are hardly considered complete without governors for regulating their speed; whilst marine engines, with an ever-varying load in a sea-way, are only preserved from actual break-downs by the constant attention of the engineer in charge—room again for improvement.

With reference to the *evils* of what is called a *compact* engine, we remember a case in which a pair of engines were put on board a ship so compact, that after running a short time, they were removed, simply because no engineer could be found willing to risk his arms and fingers in keeping them in order; and, in a less degree, this is a state of things not at all uncommon at the present day.

There are various details worthy of attention and capable of great improvement, such as increased wearing surfaces, and the position of thrust-bearing, the latter too often forming a portion of engine framing, so as to throw crank pins, connecting rods, &c., out of truth, as the thrust-bearing wears.

And what shall we say about screw propellers? Who knows anything definite about them, except captains and masters of steamships? They are the gentlemen to explain, with the greatest clearness, the precise action of the screw; the only misfortune is, that no two of these gentlemen agree.

We are inclined to the opinion that, if the present amount of experience in the diameter, pitch, and shape, of screw propellers was appreciated and applied, we could greatly increase their present duty.

One fact is proved beyond all doubt, that it is not advisable to have the pitch of a propeller more than 50 per cent. in excess of the diameter. The principles of construction included in what is called Griffiths' screw, are undoubtedly nearer the truth than any other; and there is a general tendency among engineers to adopt those principles, as far as they can, without actually infringing Mr. Griffiths' patents; but still the bulk of our marine engineers adhere to precedent too firmly, to profit by the general experience, and we have in existence a collection of propellers only suitable for a museum of antiquities.

Supposing we have a good pair of engines, how do we place them in the ship? in a clean space by themselves—oh, no! *in the stock-hole*. Yes, hundreds of screw engines, from 70 to 200 H. P., are working in the stoke-hole, placed there, we presume, to receive all the dust and dirt, to act as emery powder on the bearings, and to prevent the possibility of the engineers in charge, keeping the machinery clean—*another advantage* (?) of this arrangement, is the passage of cold air from the engine skylight over and round the cylinders (in inverted engines) before it reaches the ash-pits and stock-hole.

On land, generally, the engine is placed by itself, as it ought to be, but at sea, where repairs are more difficult and costly, grit and dirt are positively encouraged.

It rests with engineers themselves whether they are to have sufficient room on board ship, to place their engines so as to insure easy access for repairs, and perfect separation from the stoke-hole. Steamship owners oppose their own interests, by refusing proper space for machinery, and lose in economy and efficiency to an unknown extent.

We purposely avoid expressing any opinion on the several varieties of direct-acting engines now in use, each has its advantages and disadvantages, but there can be no doubt, a preference should be shown to a long stroke and a long connecting rod. Trunk engines are compact, but they expose a large surface for premature condensation. Oscillating engines are objectionable in many instances, on account of the difficulty of obtaining a simple and effective expansion gear; but faults of detail in the mechanism, sink into comparative unimportance, in comparison with the faults we have alluded to in the "generation of steam" and its "application as a motive power."

Much latitude may be allowed in the position and disposition of cylinders, rods, levers, &c., but *no* latitude can be allowed in the application of correct principles of economy, in the construction of steam machinery; it is in this latter respect we are so very remiss, and whilst we have one hundred plans for some trifling and almost unimportant alteration of mechanism detail, we are sadly wanting in practical suggestions for solid improvement and permanent economy.

In concluding these very brief remarks on the mechanism of the steam engine, it is not consistent with the design of these papers to enlarge on mechanical details, nor to refer to questions quite separate from the economy of steam power, our chief aim being to draw attention to prominent defects, and especially those that increase needlessly, the maintaining and working cost of steam power.

Who knows, with any certainty, the effective duty of different classes of steam engines, as compared with their indicated or total power? the power absorbed in friction may amount to 30, 40, 50, or 60 per cent., according to the perfection of the workmanship and arrangement of the parts of a steam engine, and yet how seldom is a dynamometer applied. On land, of late years, dynamometers have been much introduced, even for engines of only 10 to 20 H. P., but in marine engines, of 100 to 500 H. P., it might be supposed fractional knowledge and experience is of little importance, whether 100 or 200 H. P. is required to overcome friction, is not considered of sufficient importance to justify an outlay of £50 in a dynamometer.

In our next paper, we shall endeavor to give a resume of all the chief points alluded to in this and the five preceding papers.

(To be continued.)

Railroad Progress in Texas.

The Houston *Telegraph* of the 27th ult. furnishes the annexed statement of the present condition of the railroads of Texas compared with their condition last year.

The mileage completed at the two periods was as follows:

Name of Roads.	Mar. 15, 1859.	Mar. 15, 1860.	Increase.
Galveston and Houston	42	50	8
B. B., Brazos & C. R.	45	70	25
Houston T. & Brazoria	10	50	40
H. & T. Central	55	75	20
Washington County	—	11	11
San Antonio & M. G.	5	5	—
Southern Pacific	26	27½	1½
Texas and New Orleans	—	80	80
	183	318½	135½

The amount now graded and the amount of iron contracted for on the roads is as follows:

	Graded.	Miles of iron.
B. B., Brazos & C.	9½	10
Houston Tap & Brazoria	20	—
H. & Texas Central	12	7½
Washington County	8	—
San Antonio & M. G.	20	—
Southern Pacific	—	—
Texas & New Orleans	20	70
Eastern Texas	25	—
Memphis, El Paso & Pacific	50	25
	164½	117½

The progress above exhibited is most satisfactory. One year ago we said that we could not see no reason why there should not be at least 90 or 100 miles of railroad completed within a twelvemonth. We now actually see 135 miles done in that time, and of that amount every mile but one in immediate connection with this city. We now say we can see no reason why we should not complete 125 miles in the year to come. Railroads are moving steadily along in Texas, and but few years can elapse before our State will be emphatically the railroad State of the Union.

Journal of Railroad Law.

POWER OF RAILROAD CORPORATIONS TO ALIENATE THEIR FRANCHISES.

The case of George S. Coe *vs.* The Columbus, Piqua and Indiana Railroad has just been decided by the Supreme Court of Ohio. It came up on an appeal from the Common Pleas of Franklin County. The substance of the decision is that the railroad company in question could not sell or transfer its corporation. The State transfers to a railroad company certain rights, which the State only enjoys, and which only the State can transfer to another, these rights are not transferable by the company.

The argument in this case has not yet been made public, but the abstract of the decision is as follows:

GHOLSON, J.—I. Certain persons, their associates, successors and assigns, were created a body corporate, with succession, with power to sue and be sued, plead and be impleaded, defend and be defended, contract and be contracted with, acquire and convey, at pleasure, all such real and personal estate as may be necessary and convenient to carry into effect the objects of the incorporation. The corporation was authorized to construct and maintain a railroad between certain termini, and to demand and receive for the transportation of persons and property a compensation not exceeding certain specified rates. It was also authorized to appropriate, by proceedings under a general law regulating such proceedings, land necessary for its railroad track, the property of individuals. Held—1st. That under these general powers the corporation had no power to alienate the franchise to be a corporation, or the franchise to construct and maintain a railroad, and receive compensation for the transportation of persons and property, nor any interest in real estate acquired and held solely and exclusively for the purpose of the exercise of such franchise. 2. That after the railroad had been constructed and prepared for use, things requisite for that use, such as locomotives, cars, and the like, not affixed to the land being acquired by the corporation, are to be regarded as personal property, subject to alienation and liable for debts. 3. That the corporation could not make a mortgage of any property, such as the above described, to be subsequently acquired, so as to give it validity, in other manner, or to a greater extent than an individual owner of personal property.

II. The corporation held a grant of power to borrow money not exceeding its capital stock, at a rate of interest not exceeding seven per cent., and to execute bonds therefor, and to secure the payment thereof, by a pledge of the property and income of the company. And a subsequent grant of a like power, and the authority to pledge was expressed to be "by mortgage or otherwise, the entire road, fixtures and equipments, with all the appurtenances, income and resources thereof." Held—1. That under the power thus granted for the special purpose of borrowing money, the company could not mortgage the franchise to be a corporation appertaining to the individual members of the corporation, but could mortgage the franchise of the corporation to maintain the railroad and receive compensation for the transportation of persons and property, and could mortgage property connected with the railroad and the use of its franchise, whether real or personal, to be subsequently acquired. 2. That the power which the company had, to institute a judicial proceeding to appropriate private property, was not transferable, and that the mortgage of the company could give no right to the exercise of such a power which the provisions of the general law on the subject did not authorize. 3. That the execution of a mortgage by the company, under such special power, could give no exemption of its personal property from a liability which might be otherwise created by its own act or judicial proceeding, that the execution of a like mortgage upon personal property, by an individual, would not create.

III. The company issued bonds, and executed mortgages to secure their payment, under its special power. The bonds were made payable ten years after their date, with interest at the rate of 7 per cent., payable semi-annually. They were negotiated by the company at a discount, and a part of them were exchanged for iron rails. Held—1. That it was a proper exercise of the power, to make the interest on the bonds payable semi-annually. 2. That the act of March 3d, 1851, which authorized the directors of the company to sell or negotiate the bonds issued by said company, at such rates as they might think proper, and which provided that the bonds so sold should be as valid in every respect as if sold at their par value, applied both to the bonds and the security given for their payment; and, therefore, the sale of the bonds on a discount did not render invalid the mortgages. 3. That the company having received authority to sell the bonds at less than par value, there could be no ground for prohibiting an exchange of the bonds for iron rails, and the fact of such exchange, or the intention to make it, did not invalidate the bonds or the mortgage.

IV. The company executed three mortgages upon its property and income, the property in possession and to be acquired. Two of these mortgages were properly executed and recorded, but the second in order of time, executed in New York and acknowledged before an Ohio Commissioner in that State, had but one witness. The third or subsequent mortgage was expressly made subject to the first and second. Held, that whether the second mortgage be regarded as creating a legal or equitable claim it was entitled to a priority over the third.

V. A creditor having been permitted to levy an execution upon a part of the personal property, including a portion acquired subsequently to the date of both the second and third mortgages, but this levy having been made after the action was brought and while the property was in the hands of a receiver appointed in the case. Held, that as against even the equitable claim of the second mortgage the creditor was not entitled to a preference.

VI. The consideration of the debt for which the credit or recovered judgment was for moneys advanced in payment of interest for the company, and taxes assessed against the company, and for rights of way paid for by the creditor. Held, that such consideration of the debt due from the company, created no equitable claim upon the property conveyed by the mortgages.

VII. The mortgages executed by the company were to trustees for the benefit of the holders of the bonds. They provided for the payment of the interest and principal of the bonds and contained a defeasance. The instruments also purported to give to the trustee an authority to sell the property, upon conditions, at a place and in a mode prescribed. The action was brought to obtain relief and the relief asked was, a sale under the order of the court. Held, 1. That the parties were entitled to such sale. 2. That the property must be sold as real and personal, and that the real estate must be sold according to the rules governing sales of real estate, and must, therefore, be appraised. 3. That the railroad, with its fixtures, constituting an entire tract of real estate, indivisible for the purpose of the sale, together with the franchise connected therewith, should be sold in like manner as an entire tract lying in two or more counties, and the proceedings incidental to the sale should be had in the county in which the action was brought. 4. That the personal property should be sold as personal property, but might be sold with such precautions as to prevent a sacrifice and to produce the highest price, which the Court, in its discretion, might order. 5. That the mortgagees must be regarded as proceeding on that part of the instrument which operates as a mortgage, and not under the power to sell, and, therefore, the Court would not be authorized, in this action, to charge, upon the proceeds realized by a sale, an allowance for the trouble of such mortgagees, or the fees of their counsel. 6. That the mortgagees represented the bondholders, and the latter were neither necessary nor proper parties to the action, and that any question as to the amount for which the security would be available, must be made with the mortgagees, by an issue in the action. 7. That the mortgagees, as between them and the company, would be authorized to receive the proceeds of the sale, but the company would have the right to require that, upon, or before, payment of the proportion payable upon any bond, it should be produced, and, if paid in full, canceled, or if paid in part, such payment to be credited. 8. That any question as to the party entitled to receive the money on a bond, or as to the proportion payable on any bond lost or destroyed, or questions which may arise between the mortgagees and any bondholder, need not be anticipated by any order to be made in the action between the present parties, but should be disposed of when they arise in another action, or in a supplementary proceeding. 9. That an order made requiring the bondholders to prove their claims and state the amount paid for the bonds was erroneous.

VIII. A party owning lands entered into an agreement with the company by which it was allowed to enter on the lands and construct the track of its road. It was to pay for the use of the land, upon an estimate to be made by persons selected, within sixty days after such estimate. The agreement provided that if payment was not made, the interest which it gave, and the fixtures and works constructed, should become the property of the party, as if the agreement had not been made, and "said company had without authority and in its own wrong entered upon said land and made said road through the same." The estimate having been made, and the payment not made within the time, an injunction was asked to restrain the company from using the land for its railroad track. Held, that an injunction was properly refused, and that the party should be left to pursue the ordinary legal remedies.

Judgment reversed.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '59	43.3	—	----	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 Jan. '59	319.2	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,359	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	----
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								ARKANSAS.														
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	----
								CALIFORNIA.														
30 Sep. '59	22.5	—	----	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	.....	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.														
31 Jan. '59	23.9	—	----	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	8,502	404,622	23.9	.....	56,044	20,618	6	----
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	----	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125
31 Dec. '58	74.0	—	----	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	----
31 Dec. '58	57.0	—	----	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	----
30 Nov. '58	62.3	—	----	—	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	----
31 Dec. '58	46.4	8.8	----	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	----
30 Nov. '58	66.0	—	----	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	----
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	----
31 Mar. '58	59.0	7.0	----	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.														
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	----
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	----
								FLORIDA.														
-- -- 59	154.2	—	----	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '58	—	—	----	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	—	—	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	----
-- -- '59	28.5	3.9	----	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.														
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	----	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '57	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	----
31 Mar. '59	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	102
31 July '59	60.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.														
-- -- --	220.0	—	----	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	----
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	----	60
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
-- -- '58	138.0	—	----	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	----
30 Jun. '58	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	63½
10 Nov. '58	33.2	—	----	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	3,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,617	326.5	808,231	1,547,561	620,328	4	62½
-- -- '57	175.0	—	----	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	*	—	----
-- -- --	148.0	—	----	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	.....	.....	148.0	.....	.....	.....	—	----
-- -- --	46.6	—	----	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- '58	186.0	—	----	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	----
31 Dec. '58	100.0	—	----	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	----
								INDIANA.														
-- -- --	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
-- -- --	29.0	—	----	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	38
31 Dec. '58	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,338	84.0	.....	232,905	92,859	—	----
31 Aug. '57	78.0	—	----	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	----
-- -- '58	86.0	49.0	----	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	.....	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.														
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	289.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,513	50.1	.....	.....	.....	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,708	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	----
-- -- '59	55.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.														
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	----
-- -- '58	13.0	—	----	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '59	29.0	—	----	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	----	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	----
-- -- '59	18.8	—	----	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.														
-- -- --	22.0	—	----	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
-- -- --	27.0	—	----	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '58	80.0	—	----	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	----
31 Mar. '59	206.0	—	----	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	----
31 Aug. '58	21.0	—	----	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	.....	32.0	22,001	30,957	17,263	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jan. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	—
31 Dec. '58	12.5	—	—	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	—
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	—
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	306,413	.....	—	180,000	143,678	.....	.....	...	...	.....	.....	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	97½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,616	1,933,621	—	70½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,966	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,049	—	154
								MASSACHUSETTS.														
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	104½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	108½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	69½
30 Nov. '59	19.9	1.3	3.6	—	...	...	...	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659.485	267,450	6	00
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,766	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	...	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	...	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,298	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	...	Stockbridge and Pittsfield	448,700	.....	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	...	...	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	...	...	...	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,680	.....	3,516,865	77.0	107,478	246,798	106,317	—	12½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	112
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	...	...	.....	.....	—	.....
20 Sep. '59	57.0	—	.....	—	...	...	...	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	...	...	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,389	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	...	...	...	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	...	...	.....	.....	—	.....
-- -- --	—	—	—	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	...	...	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,089	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	49½
1 Mar. '59	246.0	203.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	11½
-- -- --	—	—	—	89.8	...	...	...	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	...	...	.....	.....	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	...	...	...	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	...	...	.....	.....	—	.....
-- -- '59	—	—	—	175.0	...	...	...	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	...	...	.....	.....	—	.....
-- -- '59	—	—	—	112.5	...	...	...	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	...	...	.....	.....	—	.....
-- -- '59	—	—	—	200.0	...	...	...	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	...	...	.....	.....	—	.....
-- -- '59	—	—	—	60.0	...	...	...	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	...	...	.....	.....	—	.....
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	...	...	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	...	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	...	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	.....	...	...	...	*Platte County*	.....	.....	—	.....	.....	.....	.....	...	...	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	...	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	...	...	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	...	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	3
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	19
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	57½
30 Sep. '59	46.8	—	.....	—	...	...	...	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	...	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	...	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma.	ss.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	...	Manchester and Lawrence	1,000,000	.....	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	98
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303.393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,597	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	...	...	...	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	125
30 Nov. '59	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	...	...	...	Long Dock	1,000,000	.....	—	.....	1,000,000	.....	.....	...	...	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	...	...	...	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	124½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	...	...	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	...	...	...	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	...	...	...	Paterson and Ramapo	350,000	*	—	248,225	$ 95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '58	18.7	—	.....	—	...	...	...	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	...	...	...	West Jersey	280,278	.....	—	216,794	.....	56,582	.....	...	...	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	227,356	—	—	275,793	—	8,697	.....	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany, Vermont and Canada	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	33.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2289,934	—	—	1,000,000	1,289,934	.....	.....	ope	r. by W	estern.	.....	6	.....
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,153,069	81,405	—	804,648	662,500	52,570	.....	37.5	34,424	60,524	32,413	—	.....
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	16,530	23,554	9,204	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	176.0	.....	541,249	172,321	—	.....
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,460,251	312,736	—	1,913,000	1,049,000	172,378	.....	87.8	356,145	814,116	359,609	6	.....
30 Sep. '58	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,016,058	79,542	—	687,000	426,000	7,042	.....	34.6	59,539	59,421	5,092	—	.....
30 Sep. '58	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	.....	ope	r. by N.	Y. & E.	24,000	7	.....
30 Sep. '58	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	.....	.....	—	.....	.....	.....	.....	ope	r. by Re	ceivers.	.....	—	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '58	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	.....	ope	r.b.B.N.	Y. & E.	.....	—	.....
30 Sep. '58	17.3	—	0.5	—	5	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	49,519	58,297	10,840	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	42½
30 Sep. '58	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '58	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	80
30 Sep. '58	446.0	19.0	282.5	—	210	183	2,684	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,280,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	14½
30 Sep. '58	130.8	2.1	30.9	—	33	89	430	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	13½
30 Sep. '58	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	.....	1,494,000	—	.....	121.8	311,404	410,806	127,013	—	.....
30 Sep. '58	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '58	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	.....	75.4	98,686	94,385	44,715	—	.....
30 Sep. '58	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	—	.....	46.2	89,380	208,223	33,946	3	.....
30 Sep. '58	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	.....	18.4	32,980	37,280	18,590	2	.....
30 Sep. '58	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '58	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	—	.....	ope	r.by Ren	s. & Sar.	30,150	2½	.....
30 Sep. '58	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	.....	54.5	107,506	139,388	32,196	—	.....
30 Sep. '58	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	.....	—	—	—	—	—	—
30 Jun. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	.....	ope	r.by Lo	ng Isl.	37,560	9	.....
30 Sep. '58	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	.....	81.3	148,240	177,627	74,359	—	.....
30 Sep. '58	27.2	—	3.2	7.7	7	4	65	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	.....	27.2	61,614	125,042	53,289	—	.....
30 Sep. '58	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	.....	ope	r. b.Hud	s. River.	.....	6	.....
30 Sep. '58	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	.....	ope	r. by oth	er Co's.	.....	—	.....
31 Dec. '58	96.8	—	11.0	—	7	11	298	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	.....
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,226	146,812	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	65
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis June.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	88½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	109½
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	28½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,784	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	84
31 Dec. '58	72.0	—	.....	72.0	.....	.....	.....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	841,591	8	84
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,764,220	13,202,262	196.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	56.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	.....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	36.3	—	2.3	—	8	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,888,843	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	.....
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	281,582	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	877,818	6,320,638	55.7	.....	347,302	188,398	.....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,982,517	.....	31,356,832	386.0	.....	5,362,356	2,231,617	—	79½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,556	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,890,866	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	161.4	.....	2,724,293	1,245,816	.....	41½
31 Dec. '59	23.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
30 Oct. '59	98.0	6.0	.....	—	51	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,408,435	870,078	8,458,513	—	11 mos.	1,036,168	437,499	6	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. [Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	39½
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- --	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	84,175	83,129	44,869	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,852	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	....	—	....	....	....	....	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- --	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- --	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- --	43.0	—	....	31.0	....	....	....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
-- --	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- --	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395.762	354,288	81,561	—	.....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175.830	172,826	x 37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	....	....	....	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,443	—	.....
31 Aug. '59	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	....	122.1	....	....	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	....	—	....	....	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	....	....	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	110,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	....	10.0	27	20	280	Virginia Central	4,835,729	527,161	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,465	382,696	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247.500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	....	—	....	....	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	*	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
-- --	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	24
-- --	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- --	10.0	—	....	55.0	....	....	....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,087	4,010,195	158.5	363,213	.....	.....	—	.....
-- --	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- --	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- --	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
-- --	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- --	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254.530	.....	.....	—	.....
-- --	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- --	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	....	....	....	European & North American	2,100,356	*	.....	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
-- --	60.0	—	....	—	....	....	....	New Brunswick and Canada	988,746	*	.....	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- --	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
-- Dec. '58	48.7	—	....	—	....	....	....	Panama	6,000,000	*	—	4,973,000	2,427,000	—	6,000,000	48.7	.....	1,925,444	1,280,100	15	134

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	81
" "	700,000	6	1880	88
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ⅔ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1888	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	91½
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	72½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	72½
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	62½
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	69
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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Dayton and Michigan:				
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Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	----------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1791	----
Free Land, 2d Mortgage	----------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	92
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	102½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	88½
Free Land	3,000,000	7	1860	98½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		9
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	38½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	30
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		

Description.	Amount.	Interest.	Due.	Price.
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Rooh., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	96
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97
2d Mortgage	1,000,000	7	1864	94
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,667,920	†	1858	
Income	3,501,185	†	1858	
Ohio and Mississippi (Ill.):				

Description.	Amount.	Interest.	Due.	Price.
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		70
2d Mortgage	461,378	6		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'n Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	96
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.	----------	---	------	65½
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Penn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1885	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1885	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1885	----
*Vermont Central:				
1st Mortgage	----------	---	------	18
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guaranteed by State of Va.	100,000	6	1880	82½
Mortgage	293,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	598,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	300,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, April 21, 1860.

Atlantic and Great Western Railroad.

There now seems to be little doubt that this long talked-of project is to be speedily accomplished—at least that portion of it between the Erie Railroad and Warren or Akron, Ohio. When either of these points is reached, connections will be formed of great importance to the proposed road, as well as to the Erie Railroad.

The state of affairs in reference to the Atlantic and Great Western, is substantially as follows: It has, by a recent act of the Legislature, become possessed of the Erie and New York City Railroad, the grading of which is completed from the Erie Railroad, at Great Valley, to Jamestown, something over 30 miles. For the purpose of finishing up this portion of the line, the Erie Railroad Company are now transporting the rails over its own road. From Jamestown only a small expenditure is necessary to extend the road to the boundary line of Pennsylvania. Within that State, we learn that the contractor has already one thousand men at work; the construction of this portion of the road is to be driven forward with all possible despatch. The parties building it have several thousand tons of rails in this city, or on the way to the line of the road. A large amount is also coming forward from England, sufficient with that already arrived to carry the road to Akron. They are also reported to have already provided a sum for the preparation of the road-bed for the rails. There, therefore, seems to be no longer any reasonable doubt of the early completion of this long-mooted project, at least that section between the Erie road and Akron, which is by far the most valuable portion of the whole route, which extends to Cincinnati.

We see no reason why a road between the Erie Railroad and Akron should not pay on a fair cost. The connections formed will be most important. At Akron communication can be had with railroads extending to Cincinnati, Chicago and St. Louis. An arrangement will undoubtedly be made with the Cleveland and Mahoning Railroad, to extend the broad gauge into the City of Cleveland, thus making a continuous line between that important city and New York.

One of the most important results of the accomplishment of this new work will be its influence on the value of the New York and Erie Railroad. This work will then have every advantage of position that any great trunk line can possess. In the State of New York it connects by lines of a similar gauge with three great towns in Central and Western New York—Syracuse, Rochester and Buffalo. By the proposed work it will be extended to Erie and Cleveland. Should it go no further than Akron, it will then be in intimate and friendly relations with the entire system of railroads in the interior, which it now reaches through lines hostile to it. In this respect it has for some time past been in a subordinate and unfortunate position. With the Atlantic and Great Western Railroad completed, it must become a vastly more important and valuable work, and occupy a much higher position in public estimation, than at any previous period in its history. In fact, we presume, the apparent certainty of the early completion of the Atlantic and Great Western has had not a little to do with the recent improvement in the securities of this road.

We are also informed that a contract has been recently made for constructing a railroad directly from Jamestown to the City of Erie, thus bringing the Erie Railroad into connection with the Lake Shore line at that point. The building of this road, by the Lake Shore line, is a necessary result of the construction of the Atlantic and Great Western as a matter of self-defence.

The Recent Attempt to Tax Our Railroads.

The Legislature has finally adjourned, and left our railroads *untaxed*. They had a narrow escape. They have been put to great inconvenience, and the campaign has undoubtedly cost them no small sum; but the thorough ventilation of the whole subject of taxing industrial processes, leading to the formation of a better enlightened, and more favorable public opinion, to protect them against similar attempts, unquestionably leaves them all the better off for the contest. The opponents of our railroads can never go into a similar contest under equal advantages. They took a *snap* judgment of the case, and thought they had everything their own way. Time was gained, and with it their disgraceful defeat. The Legislature, too, has been taught the useful lesson, to defray the ordinary expenses of government by an honest system of *direct* taxation. Having been forced to this step, the enforced precedent for the future will be the more easily followed.

The authorship of this raid upon railroads, and upon particular interests, undoubtedly belongs to Governor Morgan. Although bred a merchant, he was not long in sinking from the level of a statesman, presumed in his favor, to that of a politician. His administration wanted money. He had not the moral courage to take the only fair and honest course—that of *direct taxation*, for fear it might lose him some votes in a contest for renomination, or for some other political preferment. He consequently cast about him for some rich but weak subject, who might be despoiled of a large sum, annually, without the power of successful resistance. He took the very one that cannot be interfered with, without the greatest harm to the public welfare. Had he taken the Banks or Insurance Companies as the subjects for spoiliation, the justice of the measure would have been equal, but the injury to the public much less. Fortunately, he failed through the pertinacious resistance of the Senate. But the example set by him at the commencement of the session became a passion. One interest, or class, after another were seized upon, and the authority for their spoliation carried through the Legislature, and no one doubts, by direct bribery, with a high hand, and, in many instance, against the veto of the Governor; so well had the Legislature improved upon the model set by himself. Could he, in the outset, have summoned a little manly pluck, and have said to the Legislature: "We must have some money for current charges of government—let us raise it in the good old honest way, by taxation,"—such an appeal would have brought out the better instincts of the Legislature, in a manner that would have defeated, we fully believe, every obnoxious measure passed by it. But the Governor was the first

to set the example of reckless and partial legislation, and the lesson has been terribly improved upon. It will yet return, in full measure, to plague the inventor.

The Railway Bureau and Review.

Our neighbors of the "Railway *Review*" are in a facetious mood, taking for their text a current newspaper paragraph copied by us and headed "Smoke consuming locomotive." We gave no authority, because we found none. As it heightens the fun to laugh in company, we propose to invite the Editor of the "Review" to a feast with ourselves over an elaborate production of his own headed "A new Invention for Street Railways," the following notice of which has been handed us by a person who claims the privilege of joining in the laugh.

NEW INVENTION IN STREET RAILWAYS!!!!

The American Railway *Review* of February 16, in its mechanical department contains a drawing and description of what is entitled 'Bartholomew's reversible City Rail,' which the editor says is one of the "new plans which our miserable city track system has called out," and that it would be "very unfortunate if the plain showing that grooved rails are a nuisance, should blow over without leaving any practical results behind when the reform is simple and convenient."

All this may be taken to be a recommendation, by the editor of that department, of the plan so elaborately illustrated and described, as a complete remedy for the evils of a groove.

Instead of grooving the *rails*, the *wheels* are to be grooved in their tread or tyre to the depth of, say, ¾ of an inch and a width of one and a quarter inches, leaving on one side of the groove what may be termed a *flat* flange 1¼ inches thick on the edge, and on the other side of the groove the usual thin sharp flange. The diameter of the wheel through the groove will be, say, 30 inches, while through the broad flange it will be 31¼ inches. The rails are to be 4 inches wide, flat on one side having a projection or longitudinal ridge on the centre of the other side, ¾ in. in height and 1¼ inch wide, or of the size necessary to fit in the groove of the wheels.

One of the rails is to lie with its flat side uppermost, the other rail to lie with the ridge upwards. One wheel will, therefore, run upon the flat rail, with the *edge* of the broad flat flange as its tread, while the other wheel will run upon the projecting rail, with the *bottom* of its groove as the tread. One wheel is to revolve on a diameter of 30 inches, the other 31¼ inches!! At every revolution of the wheels, one side must either travel 4 inches further than the other or there must be just so much slipping. It is proposed to continue this process until the ridge on the one rail is worn out, when both rails are to be reversed, and the process repeated, simply changing sides until the other side is worn out. It may safely be said that such a contrivance could not run ten feet without going off the track. The broad flat flange on one side would be constantly traveling ahead, crowding the car against the opposite rail, while the other broad flange, the instant it came in contact with a little earth or snow, would raise that side so that the small flange would no longer hold. A more complete apparatus for throwing a car *off* could not be devised, even if the Editor of the "Mechanical Department" should apply all his scientific knowledge for that purpose.

A more absurd and senseless mechanical (?) contrivance was never elaborated, we venture to say, in the columns of a journal professing mechanics as a *speciality* of one of its departments.

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The following is a complete list of the dividend paying railroads in Pennsylvania for 1859—

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Delaware and Hudson	7
Erie and North East	10
Hanover Branch	2
Harrisburg and Lancaster	10
Lehigh Valley	6
Mill Creek and Mine Hill	10½
Mine Hill and Schuylkill Haven	10
Mt. Carbon and Pt. Carbon	12
Mt. Carbon	8
Pennsylvania	6
Philadelphia, Wilmington and Baltimore	6
Philadelphia and Reading	7
Pennsylvania Coal	6
Philadelphia and Trenton	8
Schuylkill Valley	3½
Philadelphia, Germantown and Norristown	10
Tioga	6
Westchester	4

Johnson's Patent Gas Regulator and Burner.

We notice this invention as appearing to be desirable in itself, and as affording increased facilities for lighting cars with gas by saving some 25 per cent. of the amount consumed. This saving, when the gas is consumed from a reservoir containing only a limited amount, is something of an object. The point accomplished in this burner is the better consumption of the carbon. It is well known that the ordinary gas is composed of hydrogen and carbon. Hydrogen is very inflammable, and burns, when alone, with a blue flame. Carbon, on the contrary, burns slowly and requires the heat of the hydrogen to perfect its combustion, but possesses in itself all the illuminating properties. In the ordinary burner the gas escapes without burning completely the carbon. The burning of the carbon is accomplished in this invention, by having a chamber in the top in which the gas is retained by passing it through a series of reticulations until it becomes quite hot from the burning jet above, and by the time the gas reaches the flame, it is so hot that the combustion is perfect. We saw this burner tested by a meter register which had been approved by the New York State Inspector, and the result as shown by a comparison of this burner with one of the best kinds of ordinary burners gave a saving of 25 per cent. of gas and a much better light in favor of the ordinary burners.

Stock and Bond Markets.

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FEDERAL STOCKS:—						
U. S. 5s, 1874	102¼	102⅜	102½	102½	102⅜	102½
STATE STOCKS:—						
California 7s	----	89	----	----	----	89½
Georgia 6s	----	----	----	103	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	89½	89	----	----	----	90
Louisiana 6s	----	----	----	----	----	95
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	103	----	----
Minnesota 8s	----	----	----	----	----	106
Missouri	83	83½	83½	83	83½	82½
New York 5s, 1874	100	----	----	----	----	----
North Carolina 6s	----	----	95½	----	----	95½
Ohio 6s, 1870	----	----	----	----	----	100
Tennessee 6s, 1890	90¾	91	91½	91	91	----
Virginia 6s	93½	93	93½	93½	93½	93½
RAILROAD SHARES:—						
Chicago and Rock Isl.	63½	63½	63½	63½	63½	63½
Clev., Painesv. & Ashl.	----	----	----	----	109½	----
Clev. and Toledo	27	27½	28½	28½	28½	28½
Del., Lack. and West.	----	92½	----	93	----	----
Galena and Chicago	62½	62½	62	62½	63	63½
Hudson River	39½	40	40½	42½	41½	41½
Illinois Central	60½	60½	60	60½	60½	60½
Michigan Central	48	47½	48½	49	48½	48½
M. S. and N. I. guar'd	22½	22½	22½	22½	23	23½
M. S. and N. I.	11½	11½	11½	11½	12	12
New York Central	79½	79	78½	79½	79½	79½
New York and Erie	13½	13½	13½	14½	14½	14½
N. York and Harlem	10½	10½	12½	12½	14½	13½
N. Y. and H. "pref."	36½	36½	38½	37½	39½	38½
Panama	135	134½	133½	133½	133½	134
Phila. and Reading	42½	42½	41½	41½	41½	42½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	97½	97½	97½	----	97	97
Cumberland Coal Co.	14	14½	14½	----	15	14½
Pennsylvania Coal Co.	----	83½	83½	----	83	----
Pacific Mail S. S. Co.	104	104½	104½	105½	105½	105
Canton	20½	21	21	----	21½	21½
Brooklyn Water W's.	102	----	----	102	----	----

The following are the closing prices in the London Market on the 24th March:

United States 5 p. c. red. '74	91	to	92
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	88	to	90
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	84	to	90
Do. do. 1869	81	to	83
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	32	to	37
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	35	to	37
Phila. and Reading B'ds, 6 p.c., 1860.	85½	to	90
Do. 6 per cent. 1870	73	to	78
Do. $50 shares	15	to	20

East Tennessee and Virginia Railroad.

The gross earnings of the East Tennessee and Virginia Railroad for the month of February, 1859 and 1860, compare as follows:

	1859.	1860.	Increase.
Freight	$4,229 77	$7,449 21	$3,219 44
Thr'gh pass'gers.	8,197 72	10,241 73	2,044 00
Local do.	4,589 75	6,061 02	1,471 27
U. S. Mail	2,170 00	2,178 33	8 33
Express	235 95	602 43	366 48
Total	$19,423 19	$26,532 71	$7,109 52

This shows a gratifying result. The increase over the month of January, 1860, is $4,474.19, while the increase of the month of February over the month of January, 1859, was only $128.44.

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.	----------	---	------	65½
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1850	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	308,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, April 21, 1860.

Atlantic and Great Western Railroad.

There now seems to be little doubt that this long talked-of project is to be speedily accomplished—at least that portion of it between the Erie Railroad and Warren or Akron, Ohio. When either of these points is reached, connections will be formed of great importance to the proposed road, as well as to the Erie Railroad.

The state of affairs in reference to the Atlantic and Great Western, is substantially as follows: It has, by a recent act of the Legislature, become possessed of the Erie and New York City Railroad, the grading of which is completed from the Erie Railroad, at Great Valley, to Jamestown, something over 30 miles. For the purpose of finishing up this portion of the line, the Erie Railroad Company are now transporting the rails over its own road. From Jamestown only a small expenditure is necessary to extend the road to the boundary line of Pennsylvania. Within that State, we learn that the contractor has already one thousand men at work; the construction of this portion of the road is to be driven forward with all possible despatch. The parties building it have several thousand tons of rails in this city, or on the way to the line of the road. A large amount is also coming forward from England, sufficient with that already arrived to carry the road to Akron. They are also reported to have already provided a sum for the preparation of the road-bed for the rails. There, therefore, seems to be no longer any reasonable doubt of the early completion of this long-mooted project, at least that section between the Erie road and Akron, which is by far the most valuable portion of the whole route, which extends to Cincinnati.

We see no reason why a road between the Erie Railroad and Akron should not pay on a fair cost. The connections formed will be most important. At Akron communication can be had with railroads extending to Cincinnati, Chicago and St. Louis. An arrangement will undoubtedly be made with the Cleveland and Mahoning Railroad, to extend the broad gauge into the City of Cleveland, thus making a continuous line between that important city and New York.

One of the most important results of the accomplishment of this new work will be its influence on the value of the New York and Erie Railroad. This work will then have every advantage of position that any great trunk line can possess. In the State of New York it connects by lines of a similar gauge with three great towns in Central and Western New York—Syracuse, Rochester and Buffalo. By the proposed work it will be extended to Erie and Cleveland. Should it go no further than Akron, it will then be in intimate and friendly relations with the entire system of railroads in the interior, which it now reaches through lines hostile to it. In this respect it has for some time past been in a subordinate and unfortunate position. With the Atlantic and Great Western Railroad completed, it must become a vastly more important and valuable work, and occupy a much higher position in public estimation, than at any previous period in its history. In fact, we presume, the apparent certainty of the early completion of the Atlantic and Great Western has had not a little to do with the recent improvement in the securities of this road.

We are also informed that a contract has been recently made for constructing a railroad directly from Jamestown to the City of Erie, thus bringing the Erie Railroad into connection with the Lake Shore line at that point. The building of this road, by the Lake Shore line, is a necessary result of the construction of the Atlantic and Great Western as a matter of self-defence.

The Recent Attempt to Tax Our Railroads.

The Legislature has finally adjourned, and left our railroads *untaxed*. They had a narrow escape. They have been put to great inconvenience, and the campaign has undoubtedly cost them no small sum; but the thorough ventilation of the whole subject of taxing industrial processes, leading to the formation of a better enlightened, and more favorable public opinion, to protect them against similar attempts, unquestionably leaves them all the better off for the contest. The opponents of our railroads can never go into a similar contest under equal advantages. They took a *snap* judgment of the case, and thought they had everything their own way. Time was gained, and with it their disgraceful defeat. The Legislature, too, has been taught the useful lesson, to defray the ordinary expenses of government by an honest system of *direct* taxation. Having been forced to this step, the enforced precedent for the future will be the more easily followed.

The authorship of this raid upon railroads, and upon particular interests, undoubtedly belongs to Governor Morgan. Although bred a merchant, he was not long in sinking from the level of a statesman, presumed in his favor, to that of a politician. His administration wanted money. He had not the moral courage to take the only fair and honest course—that of *direct taxation*, for fear it might lose him some votes in a contest for renomination, or for some other political preferment. He consequently cast about him for some rich but weak subject, who might be despoiled of a large sum, annually, without the power of successful resistance. He took the very one that cannot be interfered with, without the greatest harm to the public welfare. Had he taken the Banks or Insurance Companies as the subjects for spoiliation, the justice of the measure would have been equal, but the injury to the public much less. Fortunately, he failed through the pertinacious resistance of the Senate. But the example set by him at the commencement of the session became a passion. One interest, or class, after another were seized upon, and the authority for their spoliation carried through the Legislature, and no one doubts, by direct bribery, with a high hand, and, in many instance, against the veto of the Governor; so well had the Legislature improved upon the model set by himself. Could he, in the outset, have summoned a little manly pluck, and have said to the Legislature: "We must have some money for current charges of government—let us raise it in the good old honest way, by taxation,"—such an appeal would have brought out the better instincts of the Legislature, in a manner that would have defeated, we fully believe, every obnoxious measure passed by it. But the Governor was the first

to set the example of reckless and partial legislation, and the lesson has been terribly improved upon. It will yet return, in full measure, to plague the inventor.

The Railway Bureau and Review.

Our neighbors of the "Railway *Review*" are in a facetious mood, taking for their text a current newspaper paragraph copied by us and headed "Smoke consuming locomotive." We gave no authority, because we found none. As it heightens the fun to laugh in company, we propose to invite the Editor of the "Review" to a feast with ourselves over an elaborate production of his own headed "A new Invention for Street Railways," the following notice of which has been handed us by a person who claims the privilege of joining in the laugh.

NEW INVENTION IN STREET RAILWAYS!!!!

The American Railway *Review* of February 16, in its mechanical department contains a drawing and description of what is entitled 'Bartholomew's reversible City Rail,' which the editor says is one of the "new plans which our miserable city track system has called out," and that it would be "very unfortunate if the plain showing that grooved rails are a nuisance, should blow over without leaving any practical results behind when the reform is simple and convenient."

All this may be taken to be a recommendation, by the editor of that department, of the plan so elaborately illustrated and described, as a complete remedy for the evils of a groove.

Instead of grooving the *rails*, the *wheels* are to be grooved in their tread or tyre to the depth of, say, ¾ of an inch and a width of one and a quarter inches, leaving on one side of the groove what may be termed a *flat* flange 1¼ inches thick on the edge, and on the other side of the groove the usual thin sharp flange. The diameter of the wheel through the groove will be, say, 30 inches, while through the broad flange it will be 31¼ inches. The rails are to be 4 inches wide, flat on one side having a projection or longitudinal ridge on the centre of the other side, ¾ in. in height and 1¼ inch wide, or of the size necessary to fit in the groove of the wheels.

One of the rails is to lie with its flat side uppermost, the other rail to lie with the ridge upwards. One wheel will, therefore, run upon the flat rail, with the *edge* of the broad flat flange as its tread, while the other wheel will run upon the projecting rail, with the *bottom* of its groove as the tread. One wheel is to revolve on a diameter of 30 inches, the other 31¼ inches!! At every revolution of the wheels, one side must either travel 4 inches further than the other or there must be just so much slipping. It is proposed to continue this process until the ridge on the one rail is worn out, when both rails are to be reversed, and the process repeated, simply changing sides until the other side is worn out. It may safely be said that such a contrivance could not run ten feet without going off the track. The broad flat flange on one side would be constantly traveling ahead, crowding the car against the opposite rail, while the other broad flange, the instant it came in contact with a little earth or snow, would raise that side so that the small flange would no longer hold. A more complete apparatus for throwing a car *off* could not be devised, even if the Editor of the "Mechanical Department" should apply all his scientific knowledge for that purpose.

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Mt. Carbon and Pt. Carbon	12
Mt. Carbon	8
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STATE STOCKS—						
California 7s	....	89	....	....	....	89½
Georgia 6s	....	....	....	103	....	....
Illinois 6s	....	....	....	....	....	....
Indiana 5s	89½	89	....	....	....	90
Louisiana 6s	....	....	....	....	....	96
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	105	....	....
Minnesota 8s	....	....	....	....	....	100
Missouri	83	83	83½	83	83½	83½
New York 5s, 1874	100	....	....	....	....	....
North Carolina 6s	....	96	....	....	....	96½
Ohio 6s, 1870	....	....	....	....	....	100
Tennessee 6s, 1890	90½	91	91½	91	91	....
Virginia 6s	95½	96	96½	96¼	96¾	96¾
RAILROAD SHARES—						
Chicago and Rock Isl.	63½	63½	63½	63½	63¾	63¾
Clev., Painesv. & Asht.	....	....	....	....	16½	....
Clev. and Toledo	27	27½	28½	28½	29¼	29¼
Del., Lack. and West.	92½	....	93	....	....	....
Galena and Chicago	62½	62½	62	62½	63	63½
Hudson River	39½	40	40½	42½	41½	41½
Illinois Central	60½	60½	60	60¼	60¾	60¾
Michigan Central	45	47	48½	49	48¾	48¾
M. S. and N. I. guar'd,	22½	23	22½	23½	23	23½
M. S. and N. I.	11½	11½	11½	11½	12	12
New York Central	79	79	78½	79½	79¾	79¾
New York and Erie	14½	13½	13½	14½	14½	14½
N. York and Harlem	10½	10½	12½	14½	14½	14½
N. Y. and H. "pref."	36½	36½	37	36½	36½	36½
Panama	135	134½	135½	135½	135½	134
Phila. and Reading	42½	42½	41½	41½	41½	42½
MISCELLANEOUS—						
Del. and Hud. C. Co.	97½	97½	97½	....	97	97
Cumberland Coal Co.	14½	14½	....	....	15	14½
Pennsylvania Coal Co.	....	82½	83½	....	83	....
Pacific Mail S. S. Co.	104	104½	105½	105½	105½	105
Canton	20½	21	21	....	21½	21½
Brooklyn Water W's.	102	....	....	102	....	....

The following are the closing prices in the London Market on the 24th March:

United States 5 p. c. red. '74	91	to	92
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	88	to	90
Do. $100 shares, $60 p'd.	45	to	48
Mich. Cen. 8 per cent. con. '60	84	to	90
Do. do. 1869	81	to	83
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	32	to	37
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	45	to	50
Do. $100 shares	5	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	87	to	89
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883. assented	66	to	68
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	9	to	10
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	35	to	37
Phila. and Reading B'ds, 6 p.c., 1860.	85½	to	90
Do. 6 per cent. 1870	72	to	78
Do. $50 shares	15	to	20

East Tennessee and Virginia Railroad.

The gross earnings of the East Tennessee and Virginia Railroad for the month of February, 1859 and 1860, compare as follows:

	1859.	1860.	Increase.
Freight	$4,229 77	$7,449 21	$3,219 44
Thr'gh pass'gers.	8,197 72	10,241 73	2,044 00
Local do.	4,589 75	6,061 02	1,471 27
U. S. Mail	2,170 00	2,178 33	8 33
Express	235 95	602 43	366 48
Total	$19,423 19	$26,532 71	$7,109 52

This shows a gratifying result. The increase over the month of January, 1860, is $4,474.19, while the increase of the month of February over the month of January, 1859, was only $128.44.

Don Pedro II Railroad.

EDITOR RAILROAD JOURNAL.

DEAR SIR:—You are aware that the Don Pedro 2d Railroad is in the course of construction, and that the "first section" was opened for use in 1858. You may be somewhat surprised, as I have been, at the extent of trade and travel already accumulated on this short section of 38 miles. The annexed table shows the business from beginning in April, 1858, to the close of 1859:

		Number of Passengers.
April, May and June,	1858	29,841
2d half year,	1858	85,271
1st half year,	1859	79,574
2d half year,	1859	109,038
		304,038

		Passenger receipts.	Freight receipts.	Total rec'pts.
Ap., May and June,	1858.	$24,000	$12,000	$36,000
2d half year,	1858.	55,000	57,000	112,000
1st half year,	1859.	56,000	76,000	132,000
2d half year,	1859.	89,000	140,000	229,000
		$224,000	285,000	509,000

Coffee figures largely among the articles transported, being for the last half year over twenty-seven millions of pounds.

This is certainly a very promising exhibit. The latter half year of 1859 shows more than double the receipts of the latter half year of 1858; the receipts being now over $12,000 per mile per annum on this short section of 38 miles.

The entire length of the road as surveyed and now being finally located under the direction of Major Andrew Ellison, Engineer-in-Chief, is 250 miles, extending from the city of Rio Janeiro to the valley of the Parahyba river, and thence up and down that stream. With no larger receipts per mile than has already been attained on the first section, ($12,000,) the gross annual income will be $3,000,000. Allowing 60 per cent. for working expenses, the net profit would be 6 per cent. on the entire capital, which is, in round numbers, $20,000,000.

Intelligent Brazilians, who are familiar with the extent and capabilities of the great coffee region which this road is designed to accommodate, are of opinion that the business will be considerably greater than the above. At all events, it would seem to be quite certain that this important improvement may be regarded as something more than merely a bold enterprise in a new country—as a wise public measure, and as a judicious investment for the stockholders and the government; the government, with an enlarged spirit, having guaranteed 7 per cent. per annum interest on the stock, and most of the stockholders having collateral interests which will be greatly benefitted by its completion.

The "second section" was let in 1858 to Messrs. Roberts, Harvey & Co., an American firm; an account of which was published in your JOURNAL. The work was commenced in May of that year, a few days after the signing of the contract, but as the bulk of the machinery, engines, implements, &c., at first required, had to come from abroad, chiefly from the United States, a number of months elapsed before a large force could be employed. At the end of June, 1859, the work done on the graduation amounted to about $350,000, whilst at the end of December, 1859, only six months later, it had reached the sum of $836,000; showing a progress, during the six months, at the rate of about one million of dollars per annum. As the section now under construction, covers only 17 miles, this may be considered rapid work, for any country. The contractors are required to complete the first 15½ miles, to the big tunnel on the main *serra*, by May, 1863, and to have the big tunnel holed through by the same period, and finished ready for locomotives to pass, within one year thereafter. From the amount of work already done, and the present rate of progress, there is every reason to expect that they will accomplish what they have undertaken. Beyond the big tunnel, the graduation will be much less difficult, although portions of the line will be heavy work.

A considerable part of the "second section" has been sublet to different contractors, from the United States, England, France, Italy, Portugal and Brazil—the languages of these several countries being spoken on the line. Quite a number of workmen, including most of the mechanics and foremen, are from the United States. The majority of the common laborers are Portuguese of the country, who work very well. A number of blacks are employed also. Some of the latter, under judicious management and training have become first rate workmen and tunnel hands.

Jacob Humbird, Esq., a member of the American firm, has the big tunnel under his special charge. There could scarcely be found either in the United States or elsewhere, any gentleman more thoroughly versed in the business, or more competent to conduct a difficult work of this character. The length of this tunnel is 7,000 feet. At present it is worked direct from the northwest portal, in which they have penetrated 100 feet, and from a shaft at the southeast portal, where the heading has been driven, 180 feet. There are three intermediate main shafts being sunk, from 230 to 330 feet deep. The middle shaft will be down ready for tunneling about August next. It is all granite, and, except near the portals, solid enough to dispense with arching.

Brazilians are enterprising. The first city railroad, extending about five miles towards Tejuca, was opened in 1859, and the business on it has been steadily increasing beyond the calculations of the most sanguine, and faster than the company have been able to provide proper car accommodations. Another railroad, over a hundred miles in length, is about being commenced from Santos, running into the interior.

Jeffersonville Railroad.

The earnings of the Jeffersonville and Indianapolis road for March were $4,000 in advance of the earnings of the corresponding month of last year, and the earnings of the first quarter of 1860 are $10,000 in advance of the corresponding period last year.

Yazoo Valley Railroad.

We learn from the surveying party, engaged in making a reconnoissance of the route of the Yazoo Valley Railroad, that the preliminary survey has been completed from Yocona river, seventy miles from Memphis, to Jackson direct, and has been found most favorable for the cheap and rapid construction of the road. By extending the line direct to Jackson, instead of making a connection with the New Orleans and Jackson road at Canton, from seven to nine miles of distance between Memphis and New Orleans is saved.—*Memphis Bulletin.*

Lexington and Danville Railroad.

This company was organized on the 10th inst., at Lexington, Ky., under the charter recently obtained from the Kentucky Legislature, by the appointment of the following gentlemen as directors: Joshua F. Bell, Chas. Caldwell, W. J. Maberly, Jas. E. Thompson, G. S. Sharklin, L. H. Chrisman, Leslie Combs, Daniel Sinton, R. B. Bowler.

North Missouri Railroad.

The following gentlemen were elected directors of this road on the 2d inst.: Isaac H. Sturgeon, D. M. Frost, John J. Anderson, John Wickham, A. Harper, John Sexton, Jr., James C. Edwards, John W. Minor, James S. Rollins, N. B. Coates, John P. Clark, Daniel E. Bryan, Clay Taylor. An organization was subsequently effected by the election of JAMES C. EDWARDS, *President;* JOHN SEXTON, JR., *Vice President;* J. B. MOULTON, *Chief Engineer* and *Superintendent;* Capt. JNO. LEE, *Secretary* and *Treasurer.*

The St. Louis *Republican*, of 6th inst., says:

We learn from sources likely to be well-informed, that the net earnings of the North Missouri road, during the past year, ending April 1st, 1860, will be about $111,000. The amount of State credit used has been $4,350,000. The annual interest on this amount of State credit is $261,000. From which it will be seen that this road is already, in its unfinished condition, earning nearly half enough to pay the interest on the State credit granted to it. Its business is rapidly increasing. It has cost $20,000 per mile less than any other road in the State, finished with like grades; and, therefore, to make it a paying road, has $1,800 per year on the mile less of interest to earn to make it pay. It has no river or other competitor for the trade. The lands along its whole line are the finest in the State, and are rapidly filling up with population, and being brought under cultivation; and, as this is done, the business of the road must increase. The Hannibal and St. Joseph road is not a competitor for the trade on this road. Whatever this road carries to that road to be distributed to people along its line, to the people living on it or at either end, or whatever the Hannibal and St. Joseph road brings to the North Missouri road, to be brought to St. Louis, is so much clear gain to the North Missouri road.

Had the North Missouri road the means to complete its road to the junction, by ballasting and other necessary work, and had there been sufficient rolling stock to do the business offered it the past year, its net earnings would have been double what they are. But in its incomplete condition, the expense of operating it was much greater than it should be, and its loss of business for want of locomotives and cars, has been very great.

We learn that the Directors have ordered $130,000 of additional rolling stock, consisting of locomotives, freight and passenger cars, which will enable it promptly to do the business that may be offered next fall and winter, instead of subjecting its patrons to delays and expenses and annoyances, such as occurred last fall and winter. They are satisfied that the *net* earnings of the company will enable them to pay for this large amount of rolling stock, and at the same time pay all the other expenses of keeping the road in repair, and operating it.

The contractors for the building of the road north of the junction have done about $85,000 worth of work, and have eleven miles of the track ready for the ties and iron, which would have been put down this month if the railroad bill had not failed. The only means left to continue the work with is the balances due by Schuyler and Adair counties, for which they might issue anticipation bonds, and enable the company to progress with the road until these means are exhausted, when it will have to delay further work until the Legislature relieves the company and allows it to use the means heretofore appropriated.

Lubricating Oil.

To manufacture a lubricating oil, which would not *gum*, would prevent heating, and which would be durable, has been the effort of chemists and of all oil manufacturers. "Lubricating Oil" is valuable inasmuch as it contains minute globulous particles free from gummy material. These globules interpose themselves between the journal and box, on which the journal rolls; but should there be a superabundance of glutinous matter in the oil, it separates, and becoming incorporated with dust and metallic particles, forms a hard substance, which wears out instead of protecting a journal. The oil manufactured by Messrs. J. C. HULL & SONS seems to approach the consummation of that which is requisite in a lubricating oil. They allege that *their own* peculiar process of manufacture decomposes, and entirely frees from their oil, all glutinous material, leaving a most perfect lubricator, which will in no case clog or gum a "journal or bearing." It is sweet and clean, and entirely purified from those inoderous qualities found in many other kinds of oil. The manufacturers offer to supply samples, without reference to quantity, feeling confident that a trial is only necessary to prove its virtues. From its numerous patrons who attest to its superior merits, we confidently bespeak a large success to its originators. For further information we refer to their advertisement, found in another column.

Junction Railroad.

A contract has been entered into between this company and its former president, W. H. Miller, Esq., for the completion of the line from College Corners to Connersville. The Cincinnati *Enquirer* says that "Mr. Miller retains the office of Superintendent, and is to be secured in the receipt of the gross earnings of the road for a certain time, during which it is to be under his control. From the present terminus to Liberty, a distance of eight miles, it will be in running order by the first of July. The road is now completed to the State line, 20 miles from Hamilton; thence to Connersville is 21 miles—and from Connersville to Rushville, the western end of the road, is 17 miles, making the entire line 58 miles. At Rushville, it connects with the Shelbyville road to Indianapolis. There is as yet no contract for the section between Connersville and Rushville, but we suppose the gap will not be permitted to remain long open after it reaches the former place."

Peoria and Hannibal Railroad.

The following gentlemen were elected directors of this company on the 10th inst.: Isaac Underhill, Peoria; H. L. Bryant, T. F. Ross and J. H. Peirsall, Lewistown; Wm. Phelps, Issava; Thos. Hamer, Vermont; and L. D. Erwin, Rushville. The office of the company is at Lewistown, Illinois. The officers are: H. L. Bryant, President; L. D. Erwin, Vice President; D. W. C. Bryant, Secretary; Geo. Phelps, Treasurer; Wm. H. Graham, Chief Engineer.

Cincinnati and Chicago Railroad.

The Cincinnati and Chicago road is to be sold at Logansport on the 28th inst. No bid is to be received until a deposit of $25,000 in cash or $100,000 in bonds is made with the Commissioner by the bidder to secure the payment of his bid. John H. Rea is appointed special Commissioner to carry out the provisions of the decree. The present lessees of the road will probably become the purchasers and form the new company. The original stock, amounting to about $2,000,000, of course, is entirely sunk, as is also a floating debt of some $1,000,000 more or less.—*Cin. Com.*

To Locomotive Builders and Coppersmiths.

10,000 pounds Patent Seamless COPPER TUBES, manufactured by a new patent process.

10,000 pounds Patent Seamless BRASS TUBES, manufactured by a new patent process.

Two inches outside diameter, suitable for Locomotives, or any purpose for which a perfect tube is desirable.

Warranted pure and free from any brazing.

For sale low. Apply to

THE HAMILTON MANUFACTURING CO.,
4t16 No. 76 Cedar st., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
New York, March 29, 1860.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held this day, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, be, and the same is hereby called, payable on the 15th day of May, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. ROBERT BENSON & Co.; and that parties desiring to pay their instalments in London, may pay the same, at the rate of four shillings two pence sterling to the dollar.

Resolved, That the Transfer Books be closed on the 10th day of May, and re-opened on the 15th, and that no transfers be permitted after that date, of shares upon which such assessments shall not have been paid.

Resolved, That interest at the rate of seven per cent. per annum be allowed upon all assessments paid previous to the 15th of May, and charged at the same rate upon all assessments paid after that date. By order of the Board.

A. E. BURNSIDE, Treasurer.



PORTER'S IMPROVED CENTRIFUGAL GOVERNOR.

THE ATTENTION OF PARTIES TROUBLED WITH IRREGULAR OR UNsteady power, is respectfully called to this Governor now coming into general use.

It may be used in connection with any valve or cut-off, and will regulate the motion of the engine so perfectly, that its entire load may be thrown on or off at once without sensibly affecting its speed.

I will send a Governor to any responsible person for trial, and if its action be not perfect under the above test it may be returned.

☞ Prices exceedingly moderate. ☜

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JOHN ROBBINS,
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Copper, Brass, & White Metal Checks,
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Various kinds of Railroad Lanterns.
No. 42 Kneeland st., BOSTON.

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ARCHITECT & BUILDER,
No. 3 CEDAR STREET,
(Near Pearl), NEW YORK,
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LEWIS E. P. SMITH & CO.,
Copper and Iron Merchants,
397 and 399 Water st., NEW YORK,

DEALERS in Heavy Cut Boiler and Bolt Copper, Spelter, Tin, Lead, Composition, Yellow Metal, Antimony, Wrought and Cast Scrap Iron.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860 can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

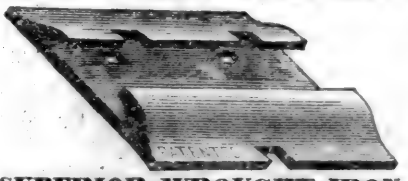
The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers
2m15 W. H. McHENRY, Secretary.

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

To Railroad Contractors.

SEALED PROPOSALS for the Graduation, Bridging, Ballasting and Track-laying of sixteen miles of the Junction and Breakwater Railroad from Milford to Georgetown, will be received by the undersigned until Tuesday, the 1st day of May next, upon which day the proposals will be opened and the lettings declared.

All necessary information can be obtained at the Engineer's Office in this place.

MILFORD, Delaware, April 2nd, 1860.

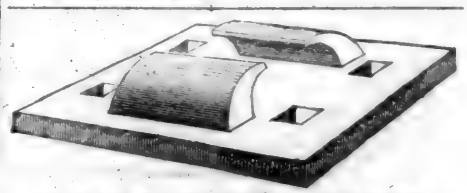
JOHN W. HOUSTON,
President of the Company.
T. F. TILGHMAN, Chief Eng.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,
RAILS OF SUPERIOR QUALITY,
and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

NEW YORK, Aug. 1, 1859.



JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.

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Corner Beaver st., opposite the Bowling Green, NEW YORK.

REFERS TO

Messrs. Cooper & Hewitt,	Messrs. Stillman, Allen & Co.
Messrs. Wm. Osthout & Bro.,	Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro.	James L. Jackson, Esq.

NEW YORK SMELTING COMPANY,

WORKS AT STATEN ISLAND, N. Y.
OFFICE, 51 EXCHANGE PLACE, N. Y.

Gold, Silver and Lead Ores.

THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable terms as can be obtained in this country or in Europe.

W. H. McVICKAR, President.

S. RUST'S PATENT (applied for) OIL CANS.

This improvement consists in a chamber, or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drippings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from $1.25 to $3.50 per doz., according to size.

Attention is invited to the Sewing Machine Can, which is got up in a cheap and handsome manner. Also the common Oil Cans, Door Escutcheons, Drops, Key Bases, etc., at the lowest prices.



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☞ The only Can that will always keep clean while in use. ☜

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BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
For superior to the ordinary kind.
FROG PLATES, POINTS.
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MANUFACTURERS of warranted **Cast Steel,** superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files,** of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

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MASON'S SPERM OIL,
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SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY
J. C. HULL & SONS,
(Formerly W. HULL & SON,)
Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,
NEW YORK,
For Railroads, Machine Shops, Steamships, Mills, etc.

THIS OIL having been before the public for a **long time,** and having been **extensively used** in different parts of the country, and on each occasion meeting with **unqualified approval,** renders the manufacturers confident when making the following claims:—

1st. **Its first cost is much less** than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will **not in any way gum** or **clog up** any journal or bearing, **all the gum in the Oil being entirely decomposed.**

3rd. It will keep all journals and bearings **cool, clean** and **bright** as new, thus not only **saving wear and tear,** but **saving also** no inconsiderable amount of **motive power.**

4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is **sweet** and **clean,** and entirely **free from all odor or unpleasant smell.**

6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of **Railroad** and **Steamboat officers,** also, prominent **Manufacturers** and **Machine Builders,** can be seen by application as above.

OIL! OIL!

PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

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INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

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RAISED and ENGRAVED **Brass** and **German Silver LETTERS** for **Locomotives,** also Manufacturer of
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ANTIMONY.	**PIG LEAD.**	**INGOT COPPER.**

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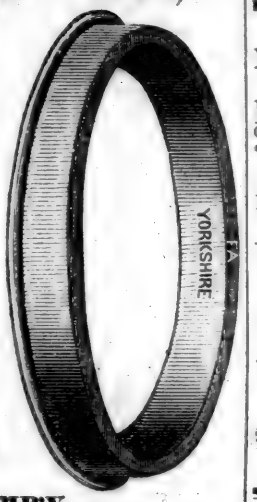
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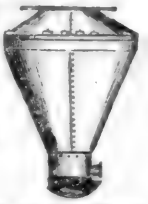
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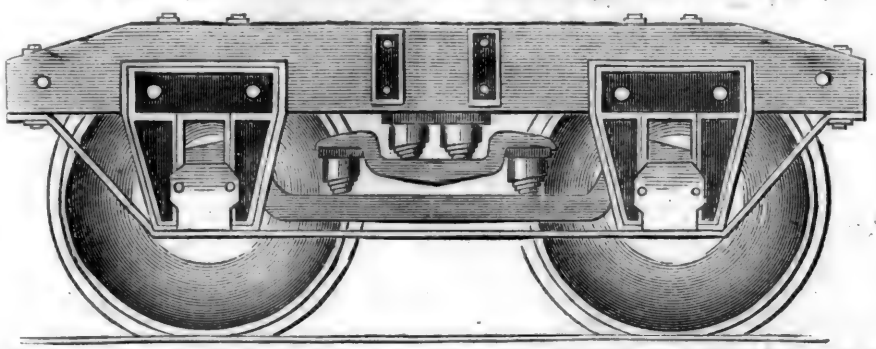
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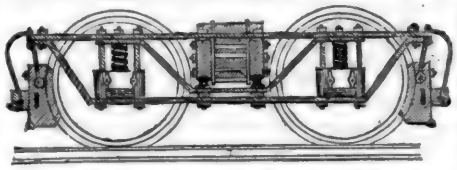
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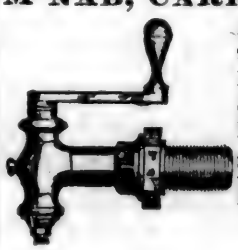
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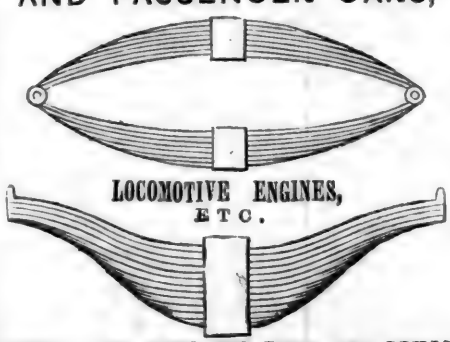
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Victoria Bridge.....345
Great Western Railway of Canada.....347
Main Trunk Railroad of Georgia.....348
North-eastern Railroad.....348
Michigan Southern Railroad.....360, 349
Life Insurance Companies.....349
Illinois River Railroad.....349
Guarantee of Railroad Bonds.....350
Proceedings against Railroads in Wisconsin..350
Railroad from Wilmington to Coatesville.....350
Detroit and Milwaukee Railroad.....351
James River and Kanawha Canal Company..351
New York and Erie Railroad.....351
Covington and Lexington Railroad.....351
Long Island Railroad.....352
The Iron Interests of Pennsylvania.....352
Check Held by a Passenger Prima Facie Evidence that the Company has the Baggage..353
Milwaukee and Mississippi Railroad.....360
Mobile and Great Northern Railroad.....361

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 28, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 323.)

So far I have only referred to the lattice and Warren girders as constructed in England. Similar results will be found in a comparison of the tubes, with iron girders built in the United States; but one example will suffice. The Bridge across the Green River on the Louisville and Nashville Railroad invented and constructed by Albert Fink, Esq., Civil Engineer, is a fine example of what may be accomplished by a judicious use of the right material in the right place and disposed in the right form.

This bridge is 987 feet in length consisting of three spans of 206 feet each in the clear, and two spans of [illegible] feet each. The top chords or straining beams and all parts subjected to a compression strain are of cast iron. The tension rods and all parts subject to similar strains are of the best charcoal wrought iron. The upper chords or straining beams consist of cast iron cylinders, 12 inches outside diameter and 10 inches inside diameter. These rest at their centres upon cast iron posts of the same size, which are supported at their lower ends upon wrought iron tension rods or chains of bars attached to each end of the straining beams, altogether forming a simple triangular suspension truss sustaining the middle of the bridge.

Similar posts sustain the straining beams at points half-way between the centres and the ends; and those in their turn resting upon tension rods attached to the straining beams at the ends, and immediately over each centre post. These tension rods in connection with the posts and straining beams form secondary triangular trusses which hold up the quarter points. The intermediate spaces are again divided forming eighths which are similarly sustained by posts, and chains attached to the straining beams immediately over the quarter posts.

Again these spaces are divided and the straining beams supported by shorter posts and chains attached as before at the top of the eighth posts. Thus the whole length is divided into 16 spaces or panels of 12¾ feet each—the whole truss being a combination of simple triangular suspension trusses. All the tension rods or chains are provided with screws and keys by which their length can be adjusted and any desirable degree of camber can be given to the truss at any time.

The arrangement permits of the strains upon every part being calculated with the greatest certainty, and is such that the different parts may be connected with the smallest quantity of superfluous material.

The track rests upon cast iron arch floor beams running across between the heads of the posts which are tied together by wrought iron rods. The longitudinal track stringers are of wood. When the tracks are between the trusses, bottom chords are put in connecting the feet of the posts.

These bridges have been constructed on several roads in this country. On the Baltimore and Ohio and North Western Virginia Railroad there are 112. some of them of 205 feet span. They have been used 7 years without an instance of failure.

The "ponderous" size of the parts has not yet reach the limit of practicability feared by Mr. Clarke in the case of the Warren girder.

In the Green River bridge the area of the straining beams in the long spans is 40.86 inches each, and the strain per square inch, when the load is 336 net tons, which includes the weight of the bridge and track and a rolling load of one ton per foot, is 6½ tons.

The tested ultimate strength of the chord is 32⅛ tons per square inch so that the factor of safety is 5. The greatest strain to which the tension rods can be subjected, is 13,000 lbs. per square inch, and their ultimate strength according to the tests made by the builder is 78,000 lbs. The factor of safety is therefor 6. The actual weight of the bridge excluding the track, is 112¾ net tons; including the track 130 tons.

The total cost per foot was £13 15 sh.

The weight of a bridge of this description of 242 feet span with the same factor of safety would be as follows:

Cast iron	182,000 lbs.
Wrought iron	132,500 "
Floor and track	70,000 "
Total	385,000 lbs.

or 192½ net tons, and the cost would be £17 per foot.

The following is a comparison with the Victoria Bridge.

	Fink's Girder.	Victoria Tube.
Total weight	192½ tons.	395 tons.
Relative strength or least factor of safety with a load of 1 ton per foot	5	3.7
Cost per foot	£17	£57

The Fink girder, therefore, weighs 123⅛ tons less, and the factor of safety is 55 per cent. greater. The cost is less than ⅓.

The Green River Bridge is erected at an elevation of 115 feet above ordinary summer water, or nearly twice the height of the Victoria tube, and costs but about as many dollars per foot as the Victoria bridge cost pounds.

This is another practical demonstration of the difference between a structure combining the strongest material in the best possible forms, and one combining the weakest material in the weakest form, and like all the other examples mentioned, it conflicts directly with Mr. Stephenson's theory, that no matter what the description of

girder, they must all be alike in amount of effective material if of same length and depth and designed to sustain the same load.

There is very little difference in cost per ton between the Warren and lattice girders.

It may fairly be assumed that as a question of the practicability of spans of 242 feet upon either design, Mr. Clark was too enthusiastic in his advocacy of the tubes and anticipated difficulties in the "ponderous" size of the parts which have no existence. The Boyne Viaduct is the largest example of the iron lattice bridge in England, but much larger spans have been executed on the continent without meeting with any difficulty in "connecting the parts." A bridge of this description for the Royal Eastern Railway of Prussia has been constructed across the Vistula, consisting of six spans of 397 feet each. None of these bridges have failed, although there have been instances of failures in some constructed of boiler plate. In the London *Engineer* of March 9th it is remarked: "The alleged weakness of the Torksey Bridge is still fresh in the minds of Engineers; and the Spey Viaduct has more recently furnished the profession with another illustration of the *possible* insecurity of structures of that description."

It is quite difficult to understand why the Warren girder should involve any greater difficulty in its construction from the "ponderous" size of its various parts, than any other open-sided girder of the same span. It is quite certain that the weights called for in Mr. Liddell's statement do not begin to reach the point of impracticability. In the Newark Dyke bridge it appears this difficulty was not found, and it is no less certain that, until you require the span at which this point of impractibility *is* reached, the principal argument for the necessity or propriety of the adoption of tubes does not commence, for up to this limit as Mr. Liddell says—whatever be the form—whether as regards might or economy for the same strength, trussed girders are to be preferred to tubes. The tube *may* come in at this limit, not because of its less cost, or less weight, or greater strength, but simply because, no matter what the span, the weight of each individual part is not seriously increased. It has a greater number of parts merely.

But the examples of trussed girders already erected have not yet determined the limit of span which may be reached, and it is quite doubtful whether the limit of the tube is not reached before that of the truss. In all spans yet constructed the greater cost of the tube has been conceded. The London *Engineer* from which I have quoted, says: "We believe, for *equal weights* the lattice system is much the cheaper, and on most of the German and Swiss railways where economy is especially considered, the lattice system is almost exclusively adopted. Even in France the tubular system is being abandoned and the lattice system re-introduced in its stead." If for *equal weights* the lattice is cheaper, it must be cheaper for equal spans, for the tube unquestionably is a combination of the weakest and most expensive material in the weakest form and therefore requiring the greatest weight for a given strength.

It is a most remarkable thing that the "primary and essential" principle which pertains to all girders, viz: that the strength is in the top and bottom requiring the material to be concentrated in these points and at the greatest distance from the neutral axis, and which was so well understood and applied in the wooden bridges of America years before the conception of the Britannia Bridge, should have required such an elaborate and expensive series of experiments as were made for that structure, to develop it, and that so self-evident a principle should not have been acknowledged as a starting point, instead of commencing with cylindrical and elliptical tubes.

It was only after the most elaborate trials with such forms that experiments were made upon rectangular tubes, and not until then that Mr. Fairbairn came to the conclusion that these forms "possessed marked advantages, and that they were not only the strongest but the best adapted, either as regards lightness or security."

As early as 1838, the question as to the propriety of tubes for certain bridges upon the New York and Erie Railroad was discussed by Engineers upon that road; but it was so well understood and admitted that the rectangular form was the proper section, that nothing more than a mere allusion was made to any other.

The conclusion arrived at by this discussion was that the expenditure, which iron tubes would call for, was not "*judicious*"—that the requisite strength could be obtained with wooden structures as readily, as with tubes, and the application of the commercial test, showed that the interest on the difference of cost would rebuild the wooden bridge every three years, while it was well known that without the slightest protection from weather it would last four times this period.

I propose, first, to compare the relative merits of the wooden truss and tube for such spans as are adopted in the Victoria Bridge, disregarding for the time the question of decay. That the practicability of such spans with wood is not a mere opinion, is shown by the many examples that exist in the United States.

1st. The Bedford Bridge (Howe truss with arch,) on the Cleveland and Pittsburg Railroad. The span is 243 feet in the clear; single track; height 20 feet. Was constructed in 1850 at a cost of £6 per foot.

2d. The bridge on the Rochester and Lockport Railroad (Howe truss without arch,) 24 feet high. The span is 230 feet in the clear was built in 1853, and cost for a single track £7 per foot.

3d. A bridge on the Washington Co. Road in Texas (Howe truss without arch); 25 feet high; 250 feet span in the clear; lately built and cost £12 per foot. The wood is southern pine.

4th. The bridge at Bellows Falls across the Connecticut River, (Howe truss with arch) single track; 23 feet high; two spans, 250 feet in the clear each. Built in 1850 and cost £7 per foot.

5th. The bridge at Rock Island (Howe truss with arch); 23 feet high; 5 spans of 250 feet each. Built in 1854 at a cost of £10 12 sh. per foot. All the timber is planed.

6th. The bridge on the La Crosse and Milwaukee Road over the Wisconsin River (Howe truss with arch); 22 feet high; 246 feet in the clear, built in 1857 at a cost of £13 per foot.

7th. Bridge across the Miami river on the Ohio and Mississippi Railroad, (McCallum truss with arched upper chord); 20 feet high at middle, 27 feet at ends; 6 spans, 210 feet in the clear each; single track. Constructed in 1852, at a cost of £6.10 per foot.

8th. The bridge across the Delaware river on the New York and Erie Railroad (McCallum truss); 30 feet high at middle, 20 feet at ends; double track; 2 spans, 262 feet each in the clear. Built in February, 1855, at a cost of £8.10 per foot.

9th. Bridge across the Walkill on New York and Erie Railroad (McCallum truss); 27 feet high at middle, 20 feet at ends; 210 feet span in the clear; double track. Built in February, 1853, at a cost of £8 per foot.

10th. Bridge across Susquehanna river, (McCallum truss); 27 feet high at middle, 20 feet at ends; 188 feet clear span. Built in November, 1851, at a cost of £7 per foot.

11th. The bridge across the same river at Dauphin, near Harrisburg, Pa., on the Northern Central Railway, (McCallum truss), 17 spans, 210 feet each; 1 span, 150, and 1 of 110 feet. Built in 1857, at a cost of £6 per foot.

12th. Clinton Bridge across part of Mississippi river on Galena and Chicago Railroad, (McCallum truss), 7 spans, 200 feet clear each. Built in 1859, at a cost of £5 15sh. per foot.

13th. Mill Creek bridge on the Ohio and Mississippi Railroad, (McCallum truss); 2 spans, 218 feet. Built, 1859, at a cost of £7 per foot.

Many more examples might be cited, but these are sufficient to demonstrate the fact, that spans of 242 feet, with wooden trusses, *are* practicable, and argument on this point is unnecessary. The cost for single track, it will be seen, averages about one-seventh the cost of the Victoria tube. Our much abused wooden trusses, which in the recent furor for iron structures, have almost come to be looked upon as man traps, have then "*safely*" carried their loads across spans equally as great as the Victoria tube; and considering the great number of such structures which have been built in this country, the statistics of accidents will, I think, show a less proportion of failures than among iron bridges. One thing, however, is quite beyond dispute, that where failures have occurred, they have not been from any defects in the wooden parts, which are easily inspected, but from defects in the *iron portions*, which the closest inspection could not detect. A bridge, on the Howe plan, on the Grand Trunk Railway, over the Magog river, broke down, about three years ago, with two engines upon it. A careful examination showed conclusively that *it was the fault of the iron*, and not the wood.

A bridge of the same construction, nearly new, on the same road, near Lenoxville, broke down a few months ago with a freight train upon it. An examination proved that the cause of failure was the weakness of the iron suspension rods, which had been used in the old bridge, but had been welded, in order to lengthen them for the higher trusses of the new structure.

It must be noted, also, that these failures occurred during cold weather, and the presumption is that having been screwed up too tightly during the previous summer, they were not able to withstand the strain due to the contraction produced by extreme cold. It is a question worthy of serious consideration also, whether the inherent strength of the iron was not impaired by a change of its structure during the extreme cold, aside

from any increased strain upon it. The fact that the failure of our iron structures of all kinds, and of our wheels and our axles, almost without exception, occurs at a low temperature, presents an element worthy of the most serious consideration when comparing the merits of iron and wooden bridges. When, therefore, a wooden bridge fails where the most ordinary care only is exerted in its inspection, the inferences that are drawn against wood for such structures, it will be found are not warranted by the facts.

Now let us examine how far wood will compare with boiler plate, in fulfilling the conditions necessary in a proper structure, and first which has the greatest strength for a given *weight* of material.

The strength of boiler plate, arranged in the tubes, as before given, deduced from experiments made for the Britannia bridge, was an average of 18.6 tons per square inch for tension, and 14.8 tons for compression or flexure.

Various experiments upon white pine (the material usually adopted in our American wooden trusses) give us a very low value of its resistance to compression, as usually arranged in the upper chords of these trusses, 2¾ tons per square inch, and as a tensile strength, 6 tons per square inch.

The weight of a cubic inch of boiler plate is 0.2816 pounds. The weight of a cubic inch of white pine is 0.0171 pounds—iron weighing 16½ times more than pine. For the same amount in weight, then, as arranged in the top and bottom of these bridges, the relative tensile strength of boiler plate and white pine is—

Boiler plate	1.
White pine	5.3

And the relative resistance to flexure is:

Boiler plate	1.
White pine	3.06

So far, then, it would appear that white pine fulfills one of the conditions necessary in a proper structure, to such an extent, that disregarding the necessities of the connection of the various parts, the same strength can be obtained with less than one-third the weight in the top, and less than one-fifth the weight in the bottom that is required with boiler plate.

It has been shown that about 30 per cent. of the material in the bottom of the tubes, about 15 per cent. in the top, and about 60 per cent. in the sides, is non-efficient, that is, that this proportion of superfluous material is necessary for the connection of the plates and stiffening the sides.

(To be continued.)

Railroad Subscriptions.

The Common Council of Selma, Ala., have subscribed to the various railroads as follows:

To the Selma and Gulf Railroad, $60,000, in ten year bonds, bearing 8 per cent. interest, paid annually, and when the bonds are paid by the city, the city owns that much stock in that road.

Ten thousand dollars to the North-western Railroad, in ten year bonds, bearing 8 per cent.; the Alabama and Mississippi road is to pay the interest annually until the bonds mature, and when paid the city is to own that much stock in the road.

One hundred thousand dollars to the Alabama and Tennessee Railroad, in ten year bonds, bearing 8 per cent., which is to be paid annually by the Alabama and Tennessee road, until that road is put in complete operation to Gadsden; after that the city to pay the interest, and when the bonds mature and are paid, the city is to own that much stock. The city already has $100,000 bonds out which have been used by that company.

It is contemplated for the city to issue $50,000 worth of bonds to the Alabama and Mississippi road, bearing 8 per cent. for 15 years interest payable annually by the city. The city already has $15,000 of bonds out for this road.

Great Western Railway of Canada.

The half-yearly report of the Directors of this road, made at the recent meeting of the English shareholders in London, states that the receipts on capital account for the six months amounted to £175,553, making the total receipts on that account to the 31st of January last £5,160,267. The expenditures on construction account for six months amounted to £11,720, in round figures, to which is to be added £15,665 of the authorized loan to the Detroit and Milwaukee Railroad. The outlay for new works was only £356.

The following is a statement of the business of the road for six months:

Amount of half-year's traffic and rents	£207,502	19	6
Less working expenses and renewals, &c.	125,284	9	9
Leaving a net revenue of	£82,218	9	9
Adding surplus from last half-year	8,167	15	1
Total	£90,386	4	10
From which the following deductions have been made:			
Balance of general interest account	£30,063	13	5
Paym't on accounts of the Dejardins and Flamb'o accident	5,779	16	10
Proportion of bad debt account	1,186	9	10
	£37,030	0	1
Six m'ths' interest on Detroit and Milwaukee loan to Jan. 31, 1860, not received	12,044	16	2
	£49,074	16	3
Leav'g an available bal'ce of	£41,311	8	7

Out of which the Directors recommend the payment of a dividend at the rate of 2 per cent. per annum, which will absorb £31,693 12s., leaving a balance to be carried to the credit of next half-year's account of £9,617 16s. 7d.

The traffic during the last half-year, as compared with that of the corresponding period, shows a decrease of £3,480 12s. 10d.

In the passenger traffic there is a considerable falling off, as compared with the half-year ending 31st January, 1859; but this decrease did not permit of any diminution in the number of passenger trains, and, consequently, the expenses in this department could not be materially reduced.

In the goods traffic, on the other hand, there is an increase of £14,379 13s. 10d., or 20 per cent., and, in the weight carried, of 32,286 tons, or 29 per cent. The mileage of all trains has increased to 578,312 in the last half-year, as compared with 518,858 in the corresponding six months; but the cost per mile has been reduced from 4s. 2d. to 3s. 10¼d., which is the lowest rate at which the trains have been worked since the opening of the line.

Referring to "the disastrous and impolitic competition of American lines," the Directors present a tabular statement, showing that the large increase which has taken place in business has not been attended with a corresponding increase of receipts. Thus, while the total business of the half-year was far in excess of that of any preceding half-year, with a single exception, the total receipts were not more than three-fourths of those of the year in question.

The Corn Trade of Illinois.

The Chicago *Press and Tribune* publishes an elaborate article on the "Illinois Corn Trade," from which we select the more important facts as follows:

The crop of 1859, as is already well known, was good all over the West, with the exception of some portions of Northern Illinois, Wisconsin and Northern Iowa, where much injury was sustained by the frosts. In Central and Southern Illinois it is known to be large—perhaps larger than ever before in the history of the State. Under ordinary circumstances, therefore, prices would have been low; but as the crop of 1858 was a partial failure, and the country almost entirely bare of corn, before the new crop was ready for market, it altered somewhat the aspect of affairs in this particular.

The following table shows the receipts of corn at Chicago from the 1st of January to the 1st of April for seven years:

1860	bushels.	1,915,706
1859	"	427,739
1858	"	137,116
1857	"	251,549
1856	"	458,940
1855	"	410,185
1854	"	413,065

There has been already delivered of the crop of 1859 as follows:

Rec'ts at Chicago from Nov. 1 to April 1	3,027,181
" Joliet, for Cut-off	123,000
" Cairo	165,034
" St. Louis from Jan. 1 to April 1.	933,468
" St. Louis in Nov. and Dec. (est.)	60,000
Shipped east by Cairo and Mississippi Quincy and Toledo and Terre Haute and Alton Railroads, (est.)	750,000
Total bushels	5,058,683

Of the 3,027,184 bushels received at Chicago, there were in store on the 31st inst., 1,178,600 bushels, and there have been shipped about 1,200,000 bushels, of which 55,497 bushels were sent north by the Chicago and North-western and Chicago and Milwaukee Railroads, and the balance to the east. Of this amount 500,000 bushels have been shipped by rail, and 700,000 bushels before the close of navigation last year. The following table shows the shipments of corn from Chicago, from Jan. 1 to April 1, for seven years:

Shipments of Corn at Chicago from January 1, to April 1, for seven years.

1860	bush. 380,734
1859	130,252
1858	29,919
1857	22,771
1856	9,830
1855	30,204
1854	42,477

From the foregoing it is evident that now at the opening of navigation, we find that 5,058,683 bushels of the corn crop have already been marketed, when under usual circumstances deliveries have only commenced.

The following table shows the prices of corn in this market, on the 1st days of January, February, March, April and May for seven years:

	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.
1860	46*a*47	42*a*48	42*a*44½	40*a*43	.....
1859	51*a*53	62*a*63	66*a*69	68*a*72½	69 *a*72
1858	30*a*43	30*a*43	30*a*40	34*a*35	37 *a*45
1857	38*a*39	41*a*43	40*a*42	37*a*37	57½*a*60
1856	*a*50	40*a*42	*a*40	40*a*41	36 *a*37
1855	43*a*44	*a*51	50*a*51	54*a*55	67 *a*69
1854	33*a*40	45*a*45	40*a*50	43*a*44	43 *a*45

With regard to 1856, as compared with the present year, it is proper to state that at the opening of navigation in 1856, there were in New York upwards of 1,000,000 bushels of corn in store, and there was a fair stock of old corn all over the country. This year it is very different, as all who have any knowledge of the corn trade know.

In estimating the corn crop of Illinois, the crop of 1855 is usually placed as the largest ever

known. Of that crop in 1856, the receipts at Chi- amounted to 11,888,398 bushels, and only 458,- 940 bushels were received before the 1st of April. In the same year the receipts at St. Louis amount- ed to only 1,093,864 bushels.

Main Trunk Railroad of Georgia.

The directors of this road for the current year, are—J. Screven, W. H. Hodgson. Hiram Roberts, W. H. Wiltberger, Savannah; J. W. Spain, Brooks County; A. T. McIntyre, E. R. Young, of Thomas Co.; E. J. Munnerlyn, of De- catur Co.:

Mr. J. Screven was elected President and H. Roberts, Vice President of the company. The road is now opened to the Allapaha, 138 miles from Savannah. From the Allapaha to the Withlacoo- chee river is a distance of 24 miles. The cars will run to this point in July; the road having been al- ready, for the most part, graded, and the iron pro- vided. The Withlacoochee station is distant 167 miles from Savannah. From that point, Thomas- ville is only 32 miles. The whole road to Bainbridge, 36 miles further, is under contract, and must be graded by January, 1861.

North-eastern Railroad.

The Annual Meeting of this Company was held at Charleston, S. C., on the 4th inst. The follow- ing gentlemen were elected directors: Hon. Chas. Macbeth, Hon. Mitchell King, Col. Allan Macfar- lan, John Ravenel, Esq., Smith Mowry, Esq., and Edward Sebring, Esq.

The report of the president and directors for the fiscal year ending Feb. 29th 1860, was present- ed, from which we learn that the gross earnings were:

From Passengers	$89,428 54
" Freights	149,782 27
" Mails and Minor Sources	37,903 13
	$277,113 94
Less Operating Expenses	154,850 72
Balance	$122,263 22

Which is equivalent to 6-33 per cent, on the en- tire cost of the road.

A comparison of the gross earnings the past, with those of the preceding year, shows the fol- lowing result:

	1858–59.	1859–60.	Increase.
From Through Passengers	$46,447.46	$49,146.96	$2,699.50
From way do.	32,241.78	40,281.58	8,039.80
From freights	108,271.46	149,782.27	41,510.81
From mails, etc.	33,053.04	37,903.13	4,850.09
	$220,013.74	$277,113.94	$57,100.20

—or 25.99 per cent. The report says:

The increase in receipts from through travel has been inconsiderable, owing, with other causes, to the delayed completion of the roads southward of us, from which we are to reap the important advantages of a direct connection with distant points in the South and Southwest.

The operating expenses have been 55 88 per cent. of the gross earnings, a ratio which, not- withstanding the closest economy in our expend- itures, we have failed in reducing to the level generally attained by other roads. Circumstances have forced upon us the continuance of a double daily passenger service, in connection with the roads north of us, at an equal expense, though without a proportionate revenue to that accruing to them from the performance of a similar service.

We have disbursed during the year, under the head of Extraordinary Expenses, and carried to the debit of construction account, the sum of $60,- 204 32 for additions to property, &c., the items of which are stated in the Superintendent's Re- port.

The cost of the road, inclusive of these, with its real estate, interest, losses on sales of bonds, &c., as shown in the Treasurer's statement, is $2,053,315 13

From which deduct net proceeds of transportation to be carried to credit of construction account... 122.263 22

And we have as cost of road, 29th of Feb., 1860, ... $1,931,051 91

The construction account remains open, as ex- penditures have yet to be made for necessary im- provements, outfits, rights of way unsettled, which properly belong to the cost of road.

The indebtedness of the company is as follows:

Capital stock	$897,200 00
First mortgage bonds	700,000 00
*Second mortgage bonds	105,800 00
*Preferred stock	104,200 00
Bonds for real estate	43,910 00
Bills payable	105,590 56
Open accounts	8,184 85
	$2,054,885 41

Assets on hand applicable to above:

Second mortgage bonds	$50,800 00	
Stock in Cheraw and Darlington Railroad	22,597 40	
Stock in Florida Steam Packet Co.	6,000 00	
Post office dues	18,134 38	
Florence Hotel	11,934 41	
Bills receivable	3,505 12	
Cash	10,862 19	
		123,833 50
		$1,931,051 91

Which corresponds with the cost of the road as stated above.

Having excluded from the assets certain real estate, which can be disposed of, as unnecessary to the company's operations, we may assume that the amount so to be realized would cover any probable deficiency between their par and actual value. An examination into the comparative fi- nancial condition of the company on February 28, 1859, and February 29, 1860, will show that while the company's debt has been increased $15,544 49, additions have been made to its property of $60,204 32.

We take pleasure in reporting to you the gene- rally good condition of the road and its machinery. Our rolling stock, consisting of twelve locomotives, eight passenger cars, five second-class, sixty-two box, forty-six platform, and four stock cars, has been found inadequate for the increasing business of the road. Within the past two months we have failed for want of facilities, to move the freights as promptly as otherwise should have been done, and hence it will be necessary to order forthwith another freight engine and twenty box cars.

The extension of our yard accommodations for the reception and delivery of cotton, have fully answered their purpose, but those of our freight depot are still insufficient, and will require imme- diate enlargement. A new and substantial wharf, of palmetto, has been built, and the one originally constructed upon piles, is being replaced by a larger and more permanent one, also of palmetto. With these facilities, proper despatch can be given to vessels arriving there with cargoes of coal, iron and locomotives, to be forwarded by our own, and the South Carolina road, with which we connect at Rikersville. The gross income the past year from this source was $6,708 80.

This review of the company's operations the past year, should be accomplished by a brief re- ference to the circumstances which will most probably increase our revenue the ensuing year.

The interests of the road, and, indirectly, those of our city, have required us to connect twice daily with the through mail passenger trains of the roads northward of us; and, by a comparison of results, you were shown a material deficiency in our pass- enger service. This disparity arises from the fact that they constitute one of the main channels through which the travel between the North and South is constantly flowing and re-flowing, passing by this road, and the city of Charleston, at Flor- ence. The loss of this travel will the more clearly appear to be the chief impediment to our success, from a comparison of our receipts from freights the past year, with those of the Wilmington and Weldon road (which is now paying annual divi- dends of eight per cent.); ours have been $1,468 per mile of road, against $998 per mile on the Wilmington and Weldon road. The latter was opened twenty years ago, and has had the advan- tage of that period for the development of its re- sources; while this road was only opened for through business in October, 1857. That our freights are to increase can be safely assumed— the question, therefore, of greatest interest with us, is the probability of an increase in our revenue from passengers, and the means by which it is to be effected. The reply to this is:

First, By the completion of the Charleston and Savannah Railroad to the Savannah river, whence a temporary connection will be made with the city of Savannah; and thence by the Central road of Georgia, with Macon, Montgomery, Mobile and New Orleans. Arrangements are now pending for the formation of a through ticket between New York, Philadelphia, Baltimore, and the above named points, via Charleston and Savannah.

Secondly, By the continuance of the present daily line of steamers to Fernandina, connecting us at that point with the Florida Railroad, which will be opened in June next, to Cedar Keys, and with the Florida, Atlantic and Gulf road, just fin- ished to Lake City, and there connecting with the Pensacola and Georgia road, now being built to- wards Tallahassee, with the prospect of comple- tion by October next. From Tallahassee to St. Marks the road is already built, which will open to us this second outlet upon the Gulf of Mexico.

The following is a statement of the affairs of the North-eastern Railroad Company on 29th Febru- ary, 1860:

RECEIPTS.

From bonds given by the company in part payment for real estate		$43,910 00
From instalments on stock		897,200 00
From sale of 1st and 2d mortg. bonds		845,000 00
From notes to banks, etc.		105,590 56
From preferred stock		104,200 00
From gross transportation	$277,113 94	
Less expenses	154,850 72	
		122,263 22
From open accounts		8,184 85
		$2,126,348 63

EXPENDITURES.

Bor construction, equipment, right of way, real estate, interest, &c.		$2,053,315 13
ON HAND.		
Notes secured by collaterals	$3,505 12	
Stock in Cheraw and Darlington Railroad Co.	22,597 40	
Stock in Florida Steam Packet Company	6,000 00	
Investment in hotel, at Florence	11,934 41	
Indebtedness of Post Office Department	18,134 38	
Cash	10,862 19	
		73,033 50
		$2,126,348 63

The office of the company is at Charleston, S. C. The officers are:

President, A. F. Ravenel.
Superintendent, S. S. Solomons.
Treasurer, C. Williman.

* The amount in Second Mortgage Bonds is $300,000, but as the Preferred Stock, *to the extent of its issue*, is secured by the deposits of a corres- ponding amount of the Second Mortgage Bonds in the hands of three trustees, this liability is ex- pressed in the aggregate under the above items.

Michigan Southern Railroad.

Subjoined we give a card of Mr. E. C. Litchfield, touching his connection with this road, drawn forth by a recent statement of its organ, the *Evening Post*, which certainly did Mr. Litchfield great injustice:

My attention has been called to a communication in the financial column of a late number of *The Evening Post*, published during my absence from the city, purporting to be in reply to a card of George Bliss, Esq., President of the Michigan Southern and Northern Indiana Railroad Company. In that communication the following paragraph occurs:

"There is not now, and has not been since the year 1850, but one controling power in the Board of Directors of the Michigan Southern Company, viz: the so-called Litchfield clique, or 'Single-eye' clique it might aptly be termed, headed by Edwin C. Litchfield, who is now and has been for ten years, with the exception of some seven months, a director in the company, and, with the aid of his friends in the board, has and does now control, it, and no one can or ought to know this better than Mr. Bliss himself."

Lest any one should be misled by this palpable mis-statement, I deem it proper to make the following correction:

First. My participation in the "control" of that company terminated in October, 1855. Up to that time I had been one of the active managers; since that time I have not occupied any responsible position in the company, nor have I, in any sense of the word, exercised any "control" in relation to it, except *for a period of less than four months*, extending from May to August, 1857.

When my connection with it ceased, in 1855, its capital stock and debt were less than $13,250,000; the gross earnings were nearly $3,000,000; its stock was current at par in the market; its dividends were satisfactory to its stockholders; its credit was unquestioned, and it had never suffered protest upon its paper, or default in payment of its interest.

Between October, 1855, and the Spring of 1857, during all which time I was absent from the country and had no part in the management of the company, its liabilities for capital stock and debt had increased $4,500,000, and reached at the latter period $17,700,000.

For the sole purpose of aiding to provide for that part of the debt which was floating and unfunded, and which then exceeded $2,500,000, I consented, in May, 1857, to take office in the company temporarily; and I retained that official position *less than four months*, when I voluntarily retired from it.

Second. During that period of less than four months the board of directors, of which I was a member, provided one million and a-half dollars ($1,500,000) in money, which was appropriated towards the payment of the company's floating debt—every dollar of which debt had been contracted without any agency of mine, while I was not acting as a manager, and was not even in the country. The $1,500,000 above mentioned was provided by Capital Stock, and did not add to the company's debt.

Third. I repeat therefore that my connection with the management of the company really terminated in 1855, when its stock and debt liabilities were less than $13,250,000, and it was prosperous in all its affairs.

It is true that in 1858 I consented to be elected a director—not with any view of again taking office in the company, or of being, in any sense of the word, one of its active managers. On the contrary, I consented to be chosen solely because I was then gratuitously and unjustly assailed in the public prints by parties who sought to obtain "control" of the company, and who fancied that that was their best way to attain their object. In 1859 I, by letter addressed to the President of the Company, positively declined a re-election; but, as I was not present at the stockholders meeting, my name was used, and I was chosen, without my knowledge or consent. During these two years I have neither been, nor sought, nor desired to be, one of the active managers, nor to exercise any "control" in the management—as every gentleman connected with the company knows. On the contrary, my other engagements have been such that my connection with this company has been entirely nominal.

Fourth. I make this statement, not with a view to reflect upon any administration, or upon any policy of the company, or of any of its managers since 1855; but simply that those who are not familiar with the facts may not be misled by such mis-statements as those in *The Post* to which I have referred. I merely add that I have not taken any part in the canvass now pending with a view to the next election; and it is perfectly well known that I prefer not again to be elected a member of the Board.

EDWIN C. LITCHFIELD.

New York, April 21, 1860.

Life Insurance Companies.

The annual report of the Insurance Commissioners of Massachusetts for the year contains much valuable information. The chapter in reference to Life Insurance embraces a synopsis of all the companies, foreign and domestic, doing business in that State, viz:

Names of Co's.	No. of Policies.	Amount insured.	Net Assets.
HOME COMPANIES.			
Mass. Hospital....	48	$127,700	$22,478
N. E. Mutual	4,011	13,041,484	1,357,636
State Mutual.....	1,788	2,876,590	351,617
Berkshire	860	1,787,650	106,686
Mass. Mutual	2,026	4,210,380	183,516
Total	8,733	$22,043,804	$2,021,933
FOREIGN COMPANIES.			
Mutual Life, N. Y.	11,619	$37,235,392	$5,840,150
Mutual Benefit, N.J.	6,748	22,559,177	2,800,717
Connecticut, Conn.	9,244	22,701,294	2,528,842
National, Vt.....	1,122	1,751,539	187,768
Union Mutual, Me.	1,851	4,368,542	582,844
Manhattan, N. Y..	3,214	10,333,644	670,268
Charter Oak, Conn.	3,306	6,370,840	322,486
Am. Temp., Conn..	1,810	2,515,301	108,453
Knickerbocker, N.Y.	711	1,843,994	110,756
Equitable, N. Y...	174	808,000	7,974
Guardian, N. Y ...	75	209,300	2,876
Totals.....	39,874	110,697,013	13,163,083
Totals.....	48,607	132,740,827	15,185,016
N. Y. Life Ins. Co..	4,417	15,284,718	1,767,133
U. S. Life Ins. N.Y.	2,597	6,375,121	576,664
Totals	55,621	154,400,666	17,528,813

The importance of Life Insurance seems now to be fully acknowledged throughout the United States. The accumulated premiums to meet future losses now amount to nearly eighteen millions of dollars among the companies named above. There are other companies, such as the Pennsylvania Insurance Co., of Philadelphia, the Baltimore Life Insurance Co., and others, whose accumulations added to the above will make an aggregate of twenty millions of dollars, which funds are increasing at the rate of over ten per cent., perhaps fifteen or twenty per cent.

Albany Northern Railroad.

We understand that the track of the Northern Railroad has been relaid from West Troy to Cohoes, and iron is being delivered for relaying to the junction—making in all six hundred tons. The road will be put in thorough repair from the junction to Albany, and making it equal in every respect to the best in the State. We think it safe to anticipate that arrangements will be made in a few days by which passengers will be carried from the depot in Troy, by the way of the bridge, and delivered in Albany, without change.—*Albany Journal.*

Heavy Verdict Against the Hudson River Railroad.

The case of Mrs. Electa Thompson and her husband, John Thompson, against the Hudson River Railroad, to recover damages for injuries sustained by Mrs. Thompson on that road on the 18th of January last, was recently tried in Brooklyn, before Judge Lott and a jury. The facts, as briefly stated in the complaint, are, that on the 18th day of January last, Mrs. Thompson purchased a ticket of defendants at Poughkeepsie for New York. The train was stopped between Sing Sing and Tarrytown to make some repairs, and while at this point was run into by another train, going in the same direction. In this collision, Mrs. Thomas W. Field, of Brooklyn, married that morning, was killed, and several others were seriously injured. Among the latter was the plaintiff in this suit, who had her collar-bone broken and fractured in different places, the bones of one leg, below the knee, and the ankle were broken, and she was otherwise bruised and injured. The defense acknowledged carelessness on the part of the conductor of the train, and, consequently, the case was much simplified.

After examining witnesses to show the circumstances attending the accident, several medical gentlemen were examined as to the character and extent of the injuries sustained by plaintiff. They were of opinion that she would not be able to walk without a crutch for three years or more, and that her shoulder would not be in a condition so that she could use a crutch for several months. After a brief charge from the Court, the jury retired with directions to bring in a sealed verdict. The first ballot stood—five for $8,000, five for $7 000, one for $7,500, and one for $9,000; and it is understood that they finally agreed upon $8,000 for plaintiff.

Railroad from Philadelphia to Cape May.

At a meeting of the board of directors of the Camden and Atlantic Railroad Company held a few days since, the following resolution was unanimously adopted:

Resolved, That the President be authorized to negotiate with the Cape May and Atlantic Railroad Company, for a contract with the said Company, to take the projected railroad from Egg Harbor City to Cape Island City on a lease of fifteen years from the completion of said road, at the rate of seven per cent. per annum on the cost of the road, provided the said cost shall not exceed $500,000, this Company stocking the new road, when finished, and keeping the same in repair during the time of the lease, and allowing the Cape May and Atlantic Company to have the appointment of the two principal station agents, at Egg Harbor City and Cape Island City, and the rent as agree upon, to be first paid out of the receipts from passengers and for freight passed over the new road; provided, that the new road from Egg Harbor City to Cape Island City be completed within two years.

Illinois River Railroad.

The Chicago *Press* states that the work on this road is making satisfactory progress. Thirty miles of the line north from Virginia are completed, and twelve miles south from Pekin are also ready for the rolling stock. A gap of sixteen miles remains to be finished, when the regular trains will at once commence running. It is expected that the entire distance of 58 miles between Pekin and Virginia will be open on or before the 20th of June. Within a month later, the ten miles between Peoria and Pekin will be finished, opening by the Rock Island Railroad to our merchants a new and most important section of the State. The trade from most of it has heretofore gone to St. Louis; railroad communication will, of course, change the current to Chicago.

Acton Copper Mine.

Ten or twelve years ago (in the reports of Sir W. E. Logan in 1847 and 1849) the existence of copper on the south side of the St. Lawrence between Lake Champlain and Quebec was indicated. But he had not then made any minute observations. Subsequently, a rich, large bed of copper ore was discovered in Acton, by Mr. H. P. Merrill on the property of Mr. Cushing, who caused a scientific examination to be made in the summer of 1858. This led to arrangements for working the mine, which were on the whole prudent for all parties, under the direction of L. Sleeper, of Quebec, who had had previous mining experience in Megantic. The operations commenced in September last. The mine is a half a mile south of the Acton station of the Grand Trunk Railway.

Of the unusual richness and purity of a considerable bed of copper ore in this locality, there is not the slightest question. The result of nine weeks' operations was to house 300 tons of ore, estimated to contain about 30 per cent. of pure metal. The working expenses were unusually small; the facilities of carrying the ore to market unusually great and cheap. The value of the quantity housed would be not less than $45,000. The quantity excavated has not made a very great impression upon the mass in sight.

These facts dispose of the question of value of this bed, and the profit of those who work it. The public question which arises, is of the extent of the ore.

The ore consists of the pyritous, variegated and vitreous sulphurets of copper. The first is the least abundant, the third more than the first, the second most of all. The green carbonate appears at the cracks.—*Montreal Gazette.*

Western Hog Crop.

The Cincinnati *Price Current* states the hog crop of the present year at 2,350,822 in number against 2,465,035 last year, a falling off of 114,213 or 4¼ per cent. The crop report by States for the two years is as follows:

	1858-9.	1859-60.
Ohio	638,297	690,858
Indiana	412,289	404,046
Illinois	591,380	504,935
Kentucky	396,117	322,587
Missouri	163,774	190,260
Iowa	153,974	166,546
Wisconsin	33,922	54,600
Tennessee	65,162	36,800
	2,495,035	2,350,822

Cincinnati packed the largest number, viz: 434,499. Next came Louisville, 251,870; Chicago, 166,000; St. Louis, 70,326; Madison, Ind., 59,800; Quincy, Ill., 58,583; Milwaukee, 52,000; Keokuk, 49,060; Burlington, 63,600; and Muscatine, 40,000.

Guarantee of Railroad Bonds.

The Supreme Court of the United States, in term at Washington, has affirmed, unanimously, the judment of the United States Circuit Court for the District of Ohio, in favor of the validity of the endorsement of the Cleveland, Columbus and Cincinnati Company on $400,000 of the 7 per cent. bonds of the Columbus and Piqua Company, now bankrupt. This final decision is, in every sense, a just and righteous one, though nothing more than the Cleveland and Columbus Company ought, in a proper spirit, to have anticipated, when at the instance of two or three of their repudiating stockholders, they attempted in 1856, to shirk this responsibility under color of an injunction before the courts. The judgment of the Supreme Court is, that the endorsement is valid, and that the overdue coupons must be paid, and all subsequent coupons provided for, as though the obligation was an original undertaking by the Cleveland, Columbus and Cincinnati Company. The principal and accrued interest on the debt is (or will be on 1st April,) about $540,000.

Yazoo Valley Railroad.

A party has just returned to Memphis from the survey of the proposed Yazoo Valley Railroad, on which they have been employed for the last nine weeks. Along the valley of the Yallabusha for seventy miles, the road runs over ground as level as the prairies, and the price of construction will be very light. There is only one spot of decidedly high land on the route, that is the dividing ridge of the Yallabusha and the Talahatchie Rivers. When completed the traveler from Memphis for Jackson, will proceed by the Mississippi Road to a spot twenty miles below Panola, where he will enter, in the same cars, on the Yazoo Valley Road, which will take him to Jackson in 205 miles, from whence he can pass to New Orleans on the Northern. This route will save a change of cars and sixty miles distance. The entire road will be 185 miles in length. It is expected that ground will be broken during the next fall.—*N. O. Bulletin, April 14th.*

Proceedings against Railroads in Wisconsin.

The Wisconsin papers publish the following synopsis of a recent act of the Legislature, authorizing the cities, towns and counties of the State which have subscribed to railways, to apply for a receiver in case of default. The provisions are as follows:

Section 1. Provides that in case of such default, heretofore or hereafter made, twenty days having elapsed after default, and three days after demand made of the officer in charge of the corporation at its place of business, the city or town, etc., may apply by petition to the Circuit Court for the appointment of a receiver.

Sec. 2. Directs that the petition shall set forth the default, etc., etc.

Sec. 3. Makes the petitioner plaintiff for the benefit of all holders of bonds or securities.

Sec. 4. Requires the railroad corporation to answer within twenty days after service of a copy of the petition upon the officer in charge. The answer to be under oath. If no answer the petition to be taken as confessed.

Sec. 5. Allows the petitioner to reply or demur to the answer within ten days.

Sec. 6. Provides that if no good defence is set up by the railroad, the Court shall render judgment according to the prayer of the city debt and prior mortgage debts.

Sec. 7. The issues are to be tried as in other civil cases.

Sec. 8. Makes the judgment a lien to be enforced like other judgments, except as otherwise hereinafter provided.

Sec. 9. Allows the petitioner, at any time after filing the petition, upon five days' notice, to apply to the Court or Judge for a receiver, and if the Court or Judge is satisfied of the truth of the petition respecting the alleged neglect to pay the interest as aforesaid, the receiver is forthwith appointed, and is to give bonds to be fixed by the Court.

Sec. 10. Authorizes the receiver so appointed to take possession of, and operate the road, paying the net proceeds into Court.

Sec. 11. Makes the money paid into Court a fund to be distributed among bondholders *pro rata*, according to priority, upon order and notice, to be published in two papers, one at Madison, and one in the county where the Court is held; the notice to be published six weeks, and to fix a day, not less than three months after the date of the order, for distribution. In the meantime bondholders to apply by petition for their shares in the distribution. Subsequent distributions to be made upon notice.

Sec. 12. Gives the receiver all the powers of receivers in other cases.

Sec. 13. Allows execution to be issued only on notice.

Sec. 14. Provides that the receiver shall operate the road till the whole judgment shall be paid.

Sec. 15 and 16. Express the intention of the Act, and repeal former laws inconsistent with this.

Sec. 17. Provides that upon satisfactory security being given for the payment of the interest, the order appointing the receiver shall be vacated.

Sec. 18. Provides that this Act shall not impair existing remedies under mortgage, etc.

Sec. 19. The act takes effect from its passage.

It was approved April 2, and published April 8, in the Madison *Patriot* of that date.

The judgment mentioned, it should be noticed, is to be for the city claim and all prior mortgage debts.

Enamel Faced Brick.

At last, then, we have a really noteworthy improvement in the art of brick making. This improvement consists in coating the surface of the common brick, made in the usual manner, with a hard, indestructible enamel or porcelain facing of any desired color, white, straw, slate, drab or sky-blue. It would be hopeless to attempt to describe the extravagantly beautiful effect that can be produced with a front of these bricks if the colors be harmoniously selected and arranged. The celebrated Porcelain Tower of China would have given us some idea of what we may expect from this material, but from the fantastic puerilities of color the Chinese love to indulge in.

We shall not have long to wait, however, to see some buildings faced with this porcelain brick, as the manufacture of them is being driven up as rapidly as possible. For the first buildings that shall be erected of them, we predict extraordinary prices.

Besides their magnificent and dazzling beauty, these bricks necessarily possess many other good qualities; the enamel rendering them perfectly impervious to damp, and incapable of being affected by atmospheric influences. Marble and stone will hardly ever be used again for veneering the fronts of houses wherever these bricks can be had. We have never seen a marble or stone front a tithe as beautiful as these can be made to look.

It remains only for us to say now, that we understand that the cost will not be very great, the enamel being made principally of cheap and easily procurable materials; the crystalised quartz and felspar entering largely into the composition—the owners of the patent are Messrs. Clark & Johnson, of Bennington, Vermont. Fiske & Ring, of Boston, are the manufacturers in that city; and Messrs. J. Park & Co., 25 Nassau street, for New York city, at whose office samples may be seen, and from whom all further information may be obtained.—*The Builder.*

Railroad from Wilmington to Coatesville.

This newly projected road largely interests Chester County, and as there is now a prospect that it will be built, we have taken some trouble to ascertain the proposed routes and the advantages claimed by those interested in its construction. At present two principle routes are spoken of, one to commence on the north-east side of the city of Wilmington, passing up the Brandywine to Rattle Snake Run, thence crossing the country to Red Clay Creek, up Red Clay Creek, crossing the Baltimore Central road at Kennett Square, and so on to Doe Run and Coatesville. The other plan is to start on the western side of Wilmington at Richardson's Creek passing up and crossing Red Clay Creek near Marshall's, Rolling Mill, thence by Milltown, to Mill Creek, through Hockesson Valley, and on to the source of Mill Creek in New Garden township, crossing the Baltimore Central Railroad at or near Avondale, and thence up White Clay Creek to Coatesville. A committee has been appointed and an engineer employed to examine these, and any other routes that may be proposed, and to report which is the most feasible. This committee, with the engineer, have been attending to their duties during the past week, and will be ready to report at an early day.

That this road will be of great importance to Wilmington is certain, and we have no doubt it will equally benefit the section of country through

which it is designed to pass. A number of manufactories, mills, lime kilns, &c., some of them doing an immense business, would find an outlet by this road, and the business upon it would necessarily be very large. The Pennsylvania Road Company now reach tide water, for shipping coal, via Lebanon Valley and Reading Railroads, shipping their coal at Port Richmond. If their object were to reach tide-water by the shortest route after leaving their own road, they could run to Coatesville, seventy miles further on their own road, and then by this new road, reach the Delaware at Wilmington, which would furnish equal facilities for shipping coal on vessels for other ports. In every aspect of the case, the prospect of the road looks promising, and we have little doubt of its being speedily pushed through.—*West Chester Times.*

Detroit and Milwaukee Railroad.

We have been aware for some time that a movement was in contemplation by the managers of this company to relieve it from the burden of a floating debt amounting to $1,250,000. This has been finally carried into effect, and, by a decree of the United States Circuit Court, this road has passed into the hands of a Receiver on a foreclosure of its Third and Fourth Mortgages, default having been made in the payment of interest on them for the past two years. C. J. Brydges, Esq., Managing Director of the Great Western Railway, has been appointed Receiver by the Court.

A few words will suffice to explain the posture of affairs, and the causes that led to this result, as we understand them.

The original stockholders of the road exhausted all their means in pushing the building of the road half way across the State, besides becoming personally liable to a large amount on contracts. The first loan negotiated in England, amounting to $750,000, was used up in removing this back indebtedness and pushing on the work with the limited balance, and a second loan of $500,000 likewise failed to complete the road, owing to the numberless embarrassments under which it struggled. These two loans were secured by Third and Fourth Mortgages, the stockholders of the Great Western having advanced the means, First and Second Mortgages resting upon the road to the amount of about $4,000,000 for money advanced in the work up to the time that the loans were contracted. On the first two mortgages security was held to the extent of several hundred thousand dollars, in this city and State, and the adjacent Province of Canada, the balance being held in Europe.

With the last two it was agreed that the control of the road should pass into the hands of the Great Western, which company took possession and proceeded to complete the route to Grand Haven, and to ballast and stock the line. This required a heavy expenditure, as there was no rolling stock, station buildings, or other equipments. The sum of $1,250,000 was expended in this work, which constitutes the existing Floating Debt. To remove this has been the object of the movement just consummated.

By it, the Third and Fourth Mortgages and the Floating Debt are consolidated into a Preferred Stock, which is subject to the First and Second Mortgages. This stock, it is confidently believed, can be sold to an amount sufficient to pay off the debt and relieve the road from its embarrassments, and put it upon a hopeful footing as to its future operations.

We understand that, while under this arrangement the old stock is rendered utterly worthless, it is in contemplation to allow it to be exchanged for new stock at a per cent. to be agreed upon between the managers of the road and the holders of the stock, say somewhere in the vicinity of twenty cents on the dollar. As it has been nearly or quite valueless heretofore, the holders are not likely to lose anything not already lost, by the change. We are likewise informed that all existing liabilities for supplies, work, etc., are provided for, and will be paid. No change in the existing management is made, or in the operations of the road. Everything will proceed in the same manner as heretofore.

The capital stock, by this arrangement, is fixed at about $7,000,000.—*Detroit Tribune.*

James River and Kanawha Canal Company.

The following is a brief summary of the provisions of the act recently passed by the Virginia Legislature for the relief of this company:

The act increases the capital stock of the company to $12,000,000. The Board of Public Works is authorized to subscribe on behalf of the State for 74,000 shares of the stock, ($7,400,000,) which shall be a preferred stock. Of this, 72,000 shares are to be taken in full satisfaction of ALL debt due the State by the company, the remaining 2,000 shares, ($200,000,) to be paid for by the State, the money thus paid to be applied to extinguishing the floating debt of the work. The State undertakes, upon the surrender by the holder of any of the guarantied bonds of the company, to issue to the holder instead bonds of the Commonwealth, payable 34 years after date. The company is authorized to borrow $2,500,000, at 7 per cent. interest, for the purpose of completing their canal to Covington, and to execute mortgages for the same, provided that not more than $500,000 be borrowed in any one year. The company is required to constitute a sinking fund at the rate of one per cent. per annum for the redemption of this debt at maturity. The act further provides that $300,000 in 6 per cent. registered stock of the Commonwealth, shall be issued and placed under the exclusive control of the Kanawha Board of Directors of the company, to be expended in improving the navigation of the Kanawha river from its mouth to Loup Creek Shoals; provided that not more than $150,000 of the sum be expended in any one year. For the payment of this $300,000 the State requires a mortgage on the Kanawha line of improvement.

The Board of Public Works is authorized to reverse and alter the rate of tolls of the company, and in case the location proposed for the line of the canal interfere with the extension of the Virginia Central Railroad, to change said location.

Finally, the act provides that if, in six years, the James River and Kanawha Canal Company shall not complete the work to Covington, or the western terminus of the Central Railroad, without further application for aid from the State, all its property and franchises shall become the property of the Commonwealth. The State disclaims any responsibility, other than as a stockholder, for money borrowed under this act.

Pennsylvania Railroad.

This company have delared a semi-annual dividend of three per cent., free of State tax, payable on and after the 15th of May.

New York and Erie Railroad.

The movement in the traffic of the Erie Railroad, under the Receivership, since the first of October last, is as follows:

NEW YORK AND ERIE—HALF FISCAL YEAR.

	1859–60.	1858–59.
October	$474,605	$457,924
November	500,257	446,101
December	409,963	383,426
January	337,221	309,250
February	302,353	300,999
March	433,312	372,387
Total	$2,457,771	$2,269,987
Inc. to April 1, 1860		187,785

This is within $25,000 of the increase made by the Central in the same months, showing that both the great routes of New York are doing an improved business, not at the expense of each other, but in full accord as to rates of traffic, freight as well as passengers.

Covington and Lexington Railroad.

The confirmation of the decree in the matter of the sale of the Covington and Lexington Railroad has been made, so far as the Fayette Circuit Court is concerned. It confirms the action of the Commissioner, and makes provision for the distribution of the fund amongst the incomes, as follows:

First mortgage		$400,000
Second mortgage		1,000,000
Back interest on Second mortgage, and Court expenses		119,500
Preferred Third mortgage		337,000
Back interest on the same		37,184
		$1,893,684
Road sold for		2,125,000
		$231,316
Since proved of Third mortgage	$43,000	
Back interest on same	4,745	
		47,745
Left for the incomes		$183,571
The incomes proved up to Jan. 30, 1855, are		175,839
Is left, which goes to income b'ds proved Feb. 5 1855, but in former report put down March 5, 1855		$7,732

Which bonds amount, with interest, to $16,222, and will pay 47.66 per cent., leaving $164,000 unprovided for, commencing with February 8, 1855, 6 per cent. issue.

Machinists' Lubricating Oil Company.

This company are now manufacturing a new article of OIL, which they are certain will give universal satisfaction as a lubricator—and feel confident that the only recommendation it requires is a fair and impartial trial. For the purpose of testing its merits, samples will be furnished to parties upon application. It is warranted free from all injurious alkalies and acids; and that there is nothing in its composition that can in any wise injure machinery. For slow motioned machinery it will last as long again as sperm or lard oils—and for fine and rapid motioned machinery at least 25 per cent. is saved in the quantity consumed. It removes all gum or gluten caused by using other and poorer oils. We have before us a circular of the company, containing a number of testimonials from parties who have used it; all of whom concur in pronouncing it a superior article. We were instrumental in having some of the oil tried in a large manufacturing established in Brooklyn; and the result of the experiment, as reported to us, was exceedingly favorable. The office of the company is at 58 Courtlandt street, in this city. Address ALEXANDER POPE, Esq., Treasurer.

Victoria Rolling Mill.

This mill, located at the junction of the Ohio and Mississippi, and Terre Haute, Alton and St. Louis Railroads, at East St. Louis, has been purchased by E. B. Brown, formerly general agent of the St. Louis, Alton and Chicago Railroad, and Wm. Cessford, master machinist of the same company. This mill was built to make railroad and bar iron, and will immediately commence operation under the new owners.

The Ohio and Mississippi, and Terre Haute and Alton have already laid new rails from this mill.

The industry and enterprise displayed by Mr. Brown, while railroad manager, is a sure guaranty of success in his present business.—*St. Louis Rep.*

Tyrone and Clearfield Railroad.

This road, under the fostering care of the Pennsylvania Central Company, is progressing, with a fair prospect of an early completion.—*Phila. Inq.*

Long Island Railroad.

The earnings of the Long Island Railroad for the year ending March 31, 1860, were:

From passengers		$193,189 38
" freight		133,200 73
" unloading freight		4,130 07
" mails, etc.		12,434 16
		$342,954 34

And the expenses were:

Operating road	$182,057 48	
New equipment and engine houses	13,553 51	
Interest paid	33,996 33	
Rent of Brooklyn and Jamaica and Cold Sp'g Brooklyn railroad and depot at South Ferry	40,711 41	
		270,318 73
Net surplus		$72,635 61

Compared with the previous year the gross receipts show an increase of $8,916 21
And the expenditures an increase of 14,891 54

Making a decrease in the net surplus of $5,975 33

The decrease in net surplus is attributable to the recent purchase of new equipment at a cost of $13,553 51, while during the preceding year only $658 was expended on that account.

The Long Island Railroad extends from Jamaica to Greenport, 84 miles. A branch owned by the company extends from the main track to the village of Hempstead; its length is 2½ miles, making the length of the road owned by the company, 86½ miles. The road from Brooklyn to Jamaica, 11 miles long, belongs to the Brooklyn and Jamaica Railroad Company. It is leased and operated by this Company, as is also the Syossett Branch 4 miles long, making the entire length of road 101½ miles.

The gross receipts of this road for year ending March 31, 1857, was $307,784; March 31, 1858, $325,313; March 31, 1859, $334,088; March 31, 1860, $342,954. While expenditures for conducting the operations of the road, interest on bonded debt, and rent of branch railroads, were for those years respectively, $289,871, $269,127, $255,427, $270,318; resulting in a net surplus, after paying all expenses, rent, and interest, equipment, and to respectively the years above given, $17,912, $56,186, $78,610, $72,635, and included in the last sum is $13,500 for new equipment, while for this account but $650 was expended the previous year, ending March 1, 1859.

The freight business shows the largest improvement in those years, viz:—$106,095; $119,715; $130,054; $133,200, and an equally satisfactory exhibit for the same years is shown in the economy of the road in runing expenses from $203,431 for the year ending March 31, 1859, we find it gradually reduced to $182,057 the past year. The increased receipts from passengers is not so important. This item shows a falling off of 18,076 passengers "to and from Brooklyn," between March, 1857 and 1860, and a gain of way and commutation passengers in same time 48,149.

The company are about changing the line of its road from Jamaica, running to Hunter's Point, instead of Brooklyn. For this purpose a contract has been made for the construction of a new road between Jamaica and Hunter's Point, for which the Long Island Company are to pay $237,000; 62,000 in cash and 175,000 in its bonds. The new road is nearly completed. At Hunter's Point, opposite New York, the company have purchased on favorable terms a large tract of 600 feet by 190 on firm ground, and 1,000 by 180 over low ground into the East River to the outer line of docks. This land adjoins and is south of the ferry to Thirty-fourth street, New York. The dock is nearly finished and the space is being nearly rapidly filled up.

The cost of the depot property was		$41,000 00
The improvements in progress, comprising dock-slips, depot buildings, car, engine and freight houses, will cost about		66,500 00
		$107,500 00
Of this sum there will remain on mortgage for 20 years	$31,000	
There has been paid off on account of purchase	10,000	
Paid on docks and buildings	6,500	
		47,500 00
Leaving yet to be expended		$60,000 00

The financial condition of the company April 1st, 1860, was as follows:

Capital stock		$3,000,000 00
New York State loan, first lien, due Aug. 1, 1876	$100,000 00	
Less amount of sinking fund in hand of Comptroller	27,595 65	
		72,404 35
Morris Can. Bank loan and interest.		43,895 30
Hempstead Branch loan bonds		300 00
Mortgage bonds due in 1870		500,000 00
Bonds and coupons not presented		21,165 74
Rents, etc.		1,460 50
		$3,639,225 89

The company hold the following assets:

Its own bonds	$53,000 00
" stock	100,000 00
Loans	112,000 00
Other investments	44,855 14
Cash on hand	26,232 25
	$336,087 38

The cost of completing the proposed works of the company is estimated at $157,173.

The officers are:

Wm. E. Morris, *President.*
Wm. S. S. Russell, *Treasurer.*

Galveston, Houston and Henderson R. R.

This road has been sold under a judgment obtained by the home creditors, and bought in by a trustee for their benefit. The new Company obligate themselves to pay all the judgment of creditors, together with the amount of subscriptions paid by certain citizens of Galveston to put the road in running order. They pay ten per cent. of the whole amount down, with interest of ten per cent. on the balance, and are to pay over twenty-five per cent. of the gross earnings of the road annually.

Cincinnati, Hamilton and Dayton Railroad.

The consolidation of the earnings of the Cincinnati, Hamilton and Dayton with those of the Little Miami and Columbus and Xenia, have raised the mortgages of the former up to 87½, and from that to 90 per cent. in the New York market, and its stock to 70 firm in this market. The second issue of Cincinnati, Hamilton and Dayton mortgages was $950,000, and having only $461,000 of first mortgage bonds before it, is now the only security of this company in this or in the New York market, and are, according to a New York authority, advancing. The total share capital of the C., H. & D. paid in is two millions one hundred and fifty-five thousand dollars, on which a semi-annual dividend of 3½ per cent. is now being paid at the Sixth street depot office.—*Cin. Enq.*

Pacific Railroad of Missouri.

We have private advices to the effect that the Governor of Missouri has agreed that he will take no immediate steps to sell out this road in default of the payment of the July interest, amounting to about $96,000, and that he will so pledge himself in writing to the officers of the company. In case this is done, the President of the road, Mr. George R. Taylor, and the Directors, who are all men of wealth, propose to advance $100,000 toward completing the road from Syracuse to Georgetown, a distance of twenty-one miles. Eight miles of this portion are already graded.—*Cin. Enq.*

The Iron Interests of Pennsylvania.

The resolutions passed by the recent Convention of Pennsylvania Iron Masters, approving of the Tariff bill before the House of Representatives, and urging upon Congress not to delay its enactment, are fully justified by the depressed condition of our national industry, and should not be disregarded at Washington. There is great danger that, if the wholly unprecedented and excessive importation of the last two years is not checked immediately, the country will have to suffer another commercial revulsion before a twelvemonth elapses; and there is only one way of checking it, which is by an increase of import duties. The mischief wrought by that most injudicious Tariff change of 1857 is incalculable, and it is high time to repair its damages. Pennsylvania, of all States in the Union, has suffered most under it, and her voice should not fall upon deaf ears. We ask no exclusive advantages. Our interests and those of the East, South and West are identical if properly understood. We desire to see the woollen manufactures of New England, the cotton mills of South Carolina, and every branch of national industry, and all kind of legitimate enterprises throughout the land, flourishing and prosperous. But this will never be while an exhausting drain of specie continues, and native labor remains exposed, as it is at present to foreign competition.

In connection with this subject, the following statistics, which we extract from the official report on Commerce and Navigation of the last year, showing the value of foreign iron and iron manufactures, will be found of interest:

IMPORTS OF IRON AND IRON AND STEEL MANUFACTURES IN 1859.

Anvils and Anchors	$64,315
Bar Iron	4,184,331
Cables	174,701
Cutlery	1,762,103
Arms	314,519
Hoop Iron	387,198
Muskets and Rifles	16,851
Nails, Spikes	84,804
Needles	254,794
Scrap Iron	107,702
Pig Iron	1,049,200
Railroad Iron	2,274,032
Rod Iron	332,801
Saws	26,495
Sheet Iron	752,975
Side Arms	5,716
Cast Steel	1,141,871
Other Steel	905,854
Wire	14,299
Manufactures of Iron	2,150,625
Manufactures of Steel	1,043,405
Total Iron Imports	$17,048,596

This is an enormous sum to spend for foreign iron and iron manufactures in a single year, and that at a time when almost all enterprise is dormant, and no railroads are building, which latter alone induced in former years an importation of rails to the amount of from $6,000,000 to $8,000,000. This only shows the imperative necessity of a further development of our own superior and abundant resources for this important industry. The recent change of the French tariff is commented on in certain interested quarters as a free trade movement, and held up as an example worthy of imitation. But the fact is that it is a modification only of the formerly almost prohibitive tariff of France, and that the motives which

induced to find no application whatever upon our own conditions. France possesses neither coal nor ore deposits considerable enough ever to permit of an extension of her iron industry adequate to the requirements of the Empire. The excessive duty of twenty dollars on the ton of foreign iron did not act protectively to French industry, and so it was reduced by the late tariff change to about twelve dollars per ton, which, it will be admitted, is still a very high rate. We earnestly commend the resolutions of our iron masters to the considerations of Congress, and trust that that body will not adjourn this year without having enacted a tariff law better adapted to the interests of the country than the existing law of 1857.—*Pennsylvanian.*

Journal of Railroad Law.

CHECK HELD BY A PASSENGER PRIMA FACIE EVIDENCE THAT THE COMPANY HAS THE BAGGAGE. TESTIMONY OF PLAINTIFF AS TO ARTICLES LOST IN BAGGAGE.

In the case of Davis *vs.* The Michigan Southern and Northern Indiana Railroad Company, decided in 1859, by the Supreme Court of Illinois, the question as to a check for baggage in the hands of a passenger, being evidence that the railroad company still has the baggage, was raised, and decided in the affirmative by the court. The plaintiff in this suit lost a carpet bag and trunk, the value of which he sought to recover from the company. The checks which he sought to make evidence as against the company were not the checks he, in the first instance, received for his baggage; but, being a through passenger, he exchanged the first ones he received, when near Toledo, for the checks of the connecting road over which he was about to travel on his way to Chicago. He never saw his baggage after leaving Dunkirk, and on arriving at Chicago he called upon the agent of the company, and made application for his lost baggage, telling the agent that if he would get for him his medical diplomas which were in his baggage, he would let the rest go.

At the trial, the plaintiff produced the railroad checks of the defendant, Nos. 2 and 991, and proved that they were the evidence of baggage deposited with the defendants for transportation, and the plaintiff was then sworn as a witness in the case, and testified as to the contents of the trunk and carpet bag, and its value, amounting in the aggregate to $915,25. He also testified to the fact that on arriving at Chicago, he called upon the agent of the defendants, and made application for his lost baggage, telling the agent that if he would give him his medical diplomas he would let the rest go; also mentioned the fact that there was money in the trunk.

The agent of the company testified that the plaintiff said nothing about gold or valuable articles in the first three interviews he had with him in relation to the lost baggage, but afterwards claimed that there was gold and valuable clothing in them.

Upon the back of the ticket which the plaintiff purchased, was written these words—"This ticket entitles the holder to not over eighty pounds of baggage, but not any rate exceeding in value over $100, unless notice is given, and an extra amount paid at double first class rates."

The Court of Common Pleas, where the case was first tried, without a jury, gave a verdict for the plaintiff for $100. The plaintiff, however, appealed the case to the Supreme Court, asking for a new trial, with a view of increasing the amount of his recovery. The following is the opinion of the Court upon the appeal:

BREESE, J.—The delivery of a check to a passenger is intended to release him from all care and superintendence of his baggage while on its journey, and devolves such care upon the agents of the several roads over which it passes, and must be considered as *prima facie* evidence of the delivery of the baggage. On the exchange of checks before reaching Toledo, if the baggage master could not find the trunk and carpet bag, which it seems were connected together and marked with one check, on the Cleveland cars, he should have given immediate notice to the owner from whom he received the check; not having done so, the company must be held to *have received* the trunk and bag, and *to be liable for the loss*, and for the value of such of their contents as can properly be denominated baggage. Was it not for this exchange of checks, the defendants would not be liable; the remedy would be against the Cleveland and Toledo Railroad Company.

On the trial of this cause the plaintiff was sworn as a witness to prove the contents of the lost trunk and carpet bag, and he stated their value at $915.-25, and presented an inventory of the different articles contained in each. The plaintiff was also permitted to prove the value of the trunk and carpet bag, which, under the decision of this Court in the case of Parmlee *vs.* McNulty, he was not authorized to do, nor the value of any other article which could be established by other than his own evidence. The court say, in that case: "The law permits a party to be a witness in his own cause, for the purpose of proving the contents of lost baggage, and even its value where he cannot adduce other evidence of those facts. This is an exception to the general rule of law, and should not be extended beyond the necessity which gave rise to it. Beside the trunk and carpet bag the value of many of the other articles said to have been contained in them, could have been well proved by other evidence, such as the coats, vests, pants, shirts, etc., by a description of them, any dealer could have established their value. But were the articles contained in the inventory, sworn to by the plaintiff, baggage? The wearing apparel is unquestionable baggage, and so must the revolver be regarded under the authority of the case of Woods *vs.* Devin. Regarding the revolver as baggage, and of the value of twenty-five dollars, that, and all the necessary other baggage, amounts in value, as sworn to by the plaintiff himself, to ninety-three dollars and fifty cents only, whereas he has recovered a judgment for one hundred dollars, and should not complain. The money sworn to, whether bank notes, gold or silver, does not appear, and amounting to four hundred and thirty-nine dollars, cannot be considered in any proper sense as baggage; unless it was gold and silver, a trunk is no place to carry it, in railroad traveling, even if wanted for traveling expenses, for it cannot be readily got at for use. Besides, the sum is unreasonable for such a purpose. When a through ticket for Chicago is bought and paid for in New York, the passenger does not require but a small sum to carry him through, and if he travels with much more, and leaves it in his trunk in the baggage car, giving no notice of its contents to the company, he ought not to recover for its loss. If it be gold and silver coin, or bank notes, then he should inform the company of its contents, and pay extra for its transportation and care over it, if demanded.

The money not being fairly included in the term baggage, the conduct of the plaintiff was a virtual concealment of the sum; his representation of the trunk and its contents as baggage in the customary sense of that term and calculated to impose on the company, and that of itself would exonerate them, on the authority of the case of the Chicago and Aurora Railroad Company *vs.* Thompson.

The court here goes into a review of the evidence as to the contents of the trunk and carpet bag, strongly criticising the conduct of the plaintiff, and concludes as follows:

The fact that the plaintiff made no such claim as he now makes, in the first interview with the agent, satisfies us that the claim for more than the court allowed him is fabricated. The judgment of the court below is affirmed.

New York Savings Banks.

The Superintendent of the Bank Department has published a statement of the condition of the Savings Banks of this State, from which the following figures are taken:

RESOURCES.	Jan., 1859.	Jan., 1860.
Bonds and mortgages	$21,014,211	$22,844,594
Stock investment	22,365,172	29,597,774
Am't loaned on stocks	735,394	1,238,905
Loaned on stock securities	50,946	55,237
Invested in real estate	1,072,845	1,101,791
Deposits in banks	4,353,280	4,845,890
Cash on hand	1,010,752	919,961
Other loans	57,892	120,945
Miscellaneous resources	26,969	33,212
Add for cents	90	88
Total resources	$50,687,551	$60,753,396
LIABILITIES.		
Amount due depositors	$48,194,847	$58,178,396
Miscellaneous liabilities	20,046	23,097
Excess of assets over liabilities	2,472,658	2,552,139
Total liabilities	$50,687,551	$60,753,396
Average to each depositor		$20,891
Deposited, year 1859		30,808,383
Withdrawn, year 1859		23,308,109
Received for interest, 1859		3,049,924
Total interest placed to credit of depositors during October, 1859		2,610,912

Number of institutions, 64; number of open accounts, 278,647.

In four years the increase of deposits in the State has been $22,000,000; and in one year, (January, 1859, to January, 1860,) $10,000,000, or over 20 per cent. This is seen in the annexed summary for the five years, 1856-1860:

	New York City and Brooklyn.	Interior Cities.	Total Deposits.
1856	$30,651,121	$5,461,648	$36,112,764
1857	35,597,977	6,412,178	41,699,502
1858	35,925,383	5,497,289	41,422,672
1859	41,076,633	7,118,214	48,194,847
1860	48,954,179	9,223,981	58,178,160

In New York city alone there are 18 of these institutions, with aggregate savings of $43,410,683. In Brooklyn, three, with deposits amounting to $5,543,496. The Bowery Savings Bank had in January last the largest deposit account of any in the State, viz: $9,573,400, an increase of $2,876,-000 within two years. The Bank for Savings increased in the same time, $1,194,000, and the Seaman's, $1,423,000. The others have also increased in a large ratio. Manhattan, 67 per cent.; Emigrant, 60 per cent.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
15 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	—	—	—						
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....						.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....						.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	—	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	....	—	—	—	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125½
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	....	—	—	—	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	....	—	—	—	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	....	—	—	—	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,145,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	....	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	....	45.1	—	—	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,008	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	....	227.0	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	....	—	—	—	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,666	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	106½
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	—	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	60
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- '58	138.0	—	....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	63½
10 Nov. '58	33.2	—	....	—	—	—	.....	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	63½
-- -- '57	175.0	—	....	—	—	—	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	60
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	....	—	—	—	.....	Cincinnati and Chicago	2,080,438	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	182,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	38
31 Dec. '58	84.0	—	....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	....	—	—	—	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	....	—	—	—	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun, '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	27,250	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total) incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*	—	145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,220	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,736	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,021	6	97½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,616	1,933,621	—	74½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442.219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	154
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	104½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	—	—	4,528,400	83.1	540,372	860,119	394,475	8	110
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	109½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	107½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	44	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	71
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	100
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	658,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,536	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and South	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatun.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	15
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,145	8	112½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	47½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	12½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	388,129	3,717,489	146.5	.....	239,586	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,435	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,286	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	614,301	—	1,770,612	8,768,000	—	10,961,306	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	168.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,333	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	239	Cheshire	2,758,565	322,206	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,339	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,656	125,360	8	57
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,600	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	—	—	—	—	—	525,205	ope	r. by Eas	tern Ma	ss.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.4	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	98
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,150	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.9	268,657	353,101	187,130	4	54½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	40,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,396	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	667,351	1,006,800	436,655	.....	60.2	.....	152,155	66,455	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,168	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	483,871	870,954	520,672	10	103½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	—	—	—	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,736	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	43,400	6	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,686	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	—	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	84.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,888	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	.....	ope	r. by N.	Y. & E.	24,000	7	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Canandaig'a & N. Falls	.....	.....	—	.....	.....	.....	.....	ope	r. by Re	ceivers.	.....	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,708	—	—	352,742	14,000	28,716	396,416	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	91,889	—	—	59,374	38,500	23,404	.....	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	49,519	58,207	10,840	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	40
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,669	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	78½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300	38,401,300	495.0	3,000,369	4,482,149	1,404,837	—	18
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,840	.....	152.9	621,747	975,853	358,792	—	13½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,086,712	702,079	—	.....	1,494,000	.....	.....	121.8	311,404	410,806	127,013	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,523,646	63,382	—	663,077	818,500	180,138	.....	75.4	98,686	94,385	44,715	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,977	156,573	—	610,000	140,000	.....	.....	46.2	89,380	208,223	33,946	3	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	653,539	—	—	555,450	150,000	30,417	.....	18.4	32,980	37,280	18,590	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	86,500	.....	.....	ope	r. by Ren	s. & Sar.	30,150	2½	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	5,456	.....	54.5	107,506	139,388	32,196	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	40,000	—	—	40,000	—	—	.....	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse, Binghampt. & N. Y.	2,857,607	*	—	1,200,130	1,500,000	59,418	.....	81.3	148,240	177,627	74,359	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,296,302	125,887	—	568,297	797,500	231,083	.....	51.0	61,614	125,042	53,289	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	258,658	36,073	—	275,000	—	—	.....	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	.....	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	2,159,295	*	28,000	1,498,500	690,000	85,071	2,278,611	96.8	215,605	397,712	187,000	6	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,989	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,226	146,812	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	66
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	111
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	208.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	29
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	84
31 Dec. '58	72.0	—	.....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,498	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	'24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86½
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,080	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,108,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	508,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	.....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	28,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	75
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	43
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
30 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars Passenger.	Equipment. Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1.753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,628,509	467.5	.....	1,768,993	492,721	—	39½
30 Sep. '59	31.0	—	....	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	...	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	881,271	10,1g9,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	55,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4.502	—	.....
31 Mar. '59	78.0	—	....	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306.500	.....	2,158,000	50.0	147.231	208.439	96.571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,20[illegible]	612,000	60.900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,026	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22.369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	.....	...	...	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75.120	47,579	—	.....
	80.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	....	31.0	...	...	....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	...	...	....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	55
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	....	—	...	...	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511.000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	...	...	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269.126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644.000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	....	—	...	...	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996.587	22.282.653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,906,555	40.0	74,243	159,456	82,182	—	.....
.. .. '57	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,942	—	3½
.. .. '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	....	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. .. '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	660,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363.213	.....	.....	—	.....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,089,219	4,000	6	28
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	...	...	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	....	—	...	...	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60,0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	....	—	...	...	....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,260,160	15	130½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83
" "	700,000	6	1880	89
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,307,000	7	1870	91½
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92½
2d Mortgage	950,000	---	1880	84½
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	72½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	72½
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	62½
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	69
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	300,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	92
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	102⅜
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	88½
Free Land	3,000,000	7	1860	98½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	9
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	38½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	30
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	-------	---	------	----
----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	6	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	6½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97
2d Mortgage	1,000,000	7	1864	94
3d Mortgage	1,000,000	7	1867	73
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	206,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	----
Income	3,691,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	79
2d Mortgage	461,378	6	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	000,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----	----------	†	------	----
Peru and Indianapolis:				
----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norristo'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,500	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	----
Mortgage	3,209,600	6	1870	90
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	67½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1865	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and L.)	1,000,000	---	1872	----
2d Mortgage (O. and L.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1897	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1905	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1878	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1883	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	98
Mortgage (Coupon)	250,000	---	1850	----
Registered	150,000	---	1900	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1880	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1860	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60–'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	....	1860	....
3d Mortgage	75,000	....	1870	....
4th Mortgage	60,000	....	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	....	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	....	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	....	.....	....
2d Mortgage	450,000	....	.....	....
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	....	.....	....
2d Mortgage	900,000	....	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	....	.....	....
St. Louis City Subscription	500,000	....	.....	....
St. Louis County Subscription	1,000,000	....	.....	....
Carondelet Subscription	50,000	....	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	....	.....	65½
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	....	.....	....
Mortgage	46,000	....	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1860	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	....
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	....
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	....
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	....
*Vermont Central:				
1st Mortgage	.....	....	.....	18
2d Mortgage	.....	....	.....	....
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	....
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1850 to 1863)	168,382	7	var.	....
.....	.....	....	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	....	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	....
*Western Vermont:				
1st Mortgage	700,000	....	1861	....
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	....
.....	.....	....	.....	....
.....	.....	....	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	....	.....	....
2d Mortgage	1,000,000	....	.....	....
Income	177,000	....	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	....	.....	....
Sterling, issued in 1858	144,500	....	.....	....
Company's, endorsed by State	203,500	....	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	398,000	†	.....	....

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, April 28, 1860.

Milwaukee and Mississippi Railroad.

This road is one of those instances where the net earnings have been equal to the interest on its funded debt, but where a greater necessity has absorbed them all as they accrued—the protection and proper development of the property of the bondholders. The road has real merit, and must continue to earn a large sum of money. To restore it to an unembarrassed position, it is now proposed to place the same in the hands of the Trustees under the second mortgages. The bonds, $600,000, secured by this mortgage are to be converted into a *first* 8 per cent. preferred stock; the third mortgage bonds, $400,000, into a second class 8 per cent. preferred stock. The balance of net earnings, after paying the interest on the 1st mortgage, and the dividends on the preferred shares is to be used in retiring or buying them up; when they are extinguished, the net earnings to go to the holders of the ordinary shares. These, we understand, are propositions of the Directors, but possessing as yet no binding force. It would be a great misfortune if some plan could not be carried out for the relief of the company. The road will certainly earn the interest on six or seven millions, which, with some adequate plan for the relief of the company, could be made immediately productive.

New York, Providence and Boston R.R.

At a recent meeting of this company, James J. Day of Stonington, Conn., was elected President of said company, in place of Mathew Morgan Esq., resigned.

Michigan Southern and Northern Indiana Railroad.

The annual meeting of this company took place at Toledo on the 25th instant, when the following gentlemen were elected directors and officers for the current year:

Wm. F. Havemeyer, Allen Campbell, Milton Courtright, J. H. Ransom and Henry Keep, of New York; Elijah M. Gilbert, of Utica; Hamilton White, of Syracuse; Nelson Beardsley, of Auburn; Stillman Witt, of Cleveland; John S. Barry, of Constantine, Mich.; Philo Morehouse, of Elkhart, Indiana; M. L. Sykes, Jr., of Chicago; Wm. Williams, of Buffalo.

At a subsequent meeting of the directors, Elisha M. Gilbert was elected President, and M. L. Sykes, Jr. Vice President.

What this election particularly signifies, and what is the policy to be pursued for the future, are not yet disclosed. The newly elected President is a veteran operator on the Stock Exchange, and was one of the leading spirits in the speculative movements in this stock two or three years since. Whether the present change in the direction has any meaning beyond a similar operation, remains to be seen. It was claimed by the old Board that the incoming one were in favor of cutting down the capital account of the road, including some of the classes of bonds. We do not know how this may be, but we hardly see how this can be done, unless under a foreclosure. The road is unquestionably worth its funded debt, but not much more. If the branches, or a part of them, could be sold, it would afford great relief to the company. We shall probably soon see some demonstrations on the part of the new board.

☞ We invite the attention of railroad men to the *Forester's Patent Day and Night Shifting Car Seat*, now on exhibition at the office of GILEAD A. SMITH, No. 207 Broadway. We understand that this seat has been in use for over a year past on the Orange and Alexandria and Virginia and Tennessee railroads, and that it has given general satisfaction.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 25th April, 1860, were as follows:

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
FEDERAL STOCKS:—						
U. S. 5s, 1874	103	103¼	103¼	103¼	103	102⅞
STATE STOCKS:—						
California 7s	90	90	.....	90	90½	89⅞
Georgia 6s	.....	.....	.....	.....	.....	103
Illinois 5s	.....	.....	.....	.....	.....	.....
Indiana 5s	.....	90	.....	.....	.....	89⅞
Kentucky	.....	104¼	.....	.....	104¼	.....
Louisiana 6s	.....	.....	.....	.....	.....	96
Maryland 6s	.....	.....	.....	.....	.....	.....
Michigan 6s	.....	.....	.....	.....	.....	102¾
Minnesota 8s	.....	.....	.....	.....	.....	106
Missouri	84¼	84¼	84¼	84¼	84¼	83¼
New York 5s, 1874	.....	.....	.....	.....	.....	101
North Carolina 6s	96	.....	.....	96¼	.....	96¼
Ohio 6s, 1870	.....	.....	.....	108	.....	107½
Tennessee 6s, 1890	91¼	91¼	.....	91	91¼	91¼
Virginia 6s	93¼	93¼	93¼	93¼	93¼	93¼
RAILROAD SHARES:—						
Chicago and Rock Isl.	64¼	64¼	64	63¾	64	63¾
Clev., Painesv. & Asht.	.....	.....	.....	.....	.....	112
Clev. and Toledo	29¼	30¼	30	29¼	29¼	28¼
Del., Lack. and West.	.....	.....	.....	.....	.....	.....
Galena and Chicago	64¼	64¼	64¼	63¾	63¾	63¾
Hudson River	42¼	42½	42	41½	41	41½
Illinois Central	61	61	60¾	66	60	59⅞
Michigan Central	49¼	49½	49	48	47¾	47⅞
M. S. and N. I. guar'd	25	25¾	25	24	23¾	24¼
M. S. and N. I.	12¾	13¼	13	12¾	12¼	12¼
New York Central	80¼	80¼	79¾	79¼	79¼	78¼
New York and Erie	17¼	17	17¼	17¾	18	16¼
N. York and Harlem	14¼	14	13¾	13¾	13¼	13¾
N. Y. and H. "pref."	39¼	39¾	39¼	39¼	38¼	38
Panama	134½	136	136	136	137	136¾
Phila. and Reading	43¼	44	43¼	43¾	42¾	42¼
MISCELLANEOUS:—						
Del. and Hud. C. Co.	97¼	97¼	98	98	98	97¾
Cumberland Coal Co.	14	15	.....	15	15	14¼
Pennsylvania Coal Co.	83¼	83¼	.....	.....	.....	.....
Pacific Mail S. S. Co.	105¼	105	105	105	104¼	105
Canton	22	22¼	22	21¾	21¼	21¼
Brooklyn Water W's.	102	.....	.....	101¼	.....	.....

The following are the closing prices in the London Market on the 11th April:

United States 5 p. c. red. '74	91¼	to	92¼
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	79	to	80
Do. do. Fr. L'd red. '60	89¼	to	90¼
Do. $100 shares, $60 p'd.	42	to	42
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	82	to	84
Do. do. 1st mortgage (sinking fund), 1882	82	to	84
Do. $100 shares	35	to	40
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	55	to	65
Do. $100 shares	8	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	68	to	70
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented	69	to	71
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	10¼	to	11¼
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	37	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	15	to	20

Montgomery and West Point Railroad.

At the annual meeting of the stockholders of this company, held at Montgomery, Ala., on the 16th inst., the following gentlemen were re-elected directors for the ensuing year:

President—CHARLES T. POLLARD.

Directors—Wm. Taylor, B. S. Bibb, Wm. M. Marks, Wm. B. S. Gilmer, John P. King, R. R. Cuyler.

The receipts of the company for the year ending March 1, 1860, were $505,156 20

Less expenses of operating and maintaining road $244,886 86

Interest 64,308 80

309,195 66

Leaving as net income $195,960 54

—or nearly 14 per cent. on the capital stock of the company.

During the year 119,872 passengers have passed over the road; and 59,425 bales of cotton. The business of the road, both in passenger and freight, is far in advance of previous years.

The stockholders authorized a subscription of $50,000 to the Montgomery and Selma road.

Stationery, Blank Books, etc.

We invite the attention of Railroad Companies, Bankers, Insurance Companies, etc., to the advertisement of CHARLES W. BLEECKER, in another column. Having a Bindery of his own, he is enabled to give his personal attention to orders, instead of being dependent, as many stationers are, upon others for their proper execution. Employing none but the most experienced workmen, he is confident that the books manufactured by him cannot be excelled in any particular, and at prices that cannot fail to be satisfactory. Several years' experience, and a thorough knowledge of the business enables him to offer superior inducements to parties wishing single, or full sets of books. Printing, lithographing and engraving neatly and promptly executed. Address Chas. W. Bleecker, Esq., 16 William st., New York.

Tennessee and Alabama R. R.

This road is now completed to Mount Pleasant, 11 miles from Columbia, Tenn. A charter has been obtained, with State aid of $10,000 to the mile, to extend it to Hamburg on the Tennessee river.

New Orleans and Jackson Railroad.

At the election for directors of this company recently held at New Orleans, the old board were unceremoniously ousted, and the following named gentlemen substituted: C. Fellows, M. O. H. Norton, P. N. Wood, Geo. Jones, C. Roselius, A. M. Holbrook, W. Bogart, Henry Florance, J. W. Carroll, H. W. Schwartz, Richard Easterbrook, H. J. Rhaney, Louisiana; Wm. McWillie, C. S. Tarpley, James Drame, Madison McAfee, James McAdory, L. E. Houston, Mississippi.

State Debt of Virginia.

The Petersburg *Intelligencer* gives the following as the present indebtedness of this State:

Public debt, as per Auditor's report, at close of last fiscal year	$31,452,159 62
General appropriations at late session, say	9,000,000 00
To James River and Kanawha Co..	2,700,000 00
Preferred stock in same, hereafter to be assumed	2,500,000 00
Previous appropriations uncalled for	3,300,000 00
Total State indebtedness	$48,552,159 62

Toledo, Logansport and Burlington R. R.

The election for directors of this company was held at Logansport on the 12th inst. The following gentleman were elected: D. M. Dunn, Wm. Chase, Logansport; W. Colburn, Toledo; J. B. Waring, Cleveland; Geo. Palmer, Buffalo; Samuel Gilman, Charles A. Secor, New York.

Debt of Alleghany Co., Pa.

The debt of this county on account of railroad subscriptions, is $2,300,000, on which there is due four years' interest, equal to $552,000. The county tax last year, without providing for railroad bond interest, was ten mills, and ten mills on the present county valuation will raise $250,000. Thus to meet the ordinary expenses of the county and provide for railroad interest over-due would require thirty-two and a-half mills, equal to three and a-half per cent. on their valuation for taxes. The city of Pittsburg has a funded railroad debt of $1,800,000, with back interest to the amount of $324,000. The *Journal* of that city says "the city must meet its share of thirty-two and a-half mills of county, twenty-seven mills of her own municipal expenses, and in addition, thirty-five mills for her own railroad debt, making ninety-four and a-half mills, or in round numbers, ten per cent."

Mobile and Great Northern Railroad.

At the annual meeting of the stockholders of this company held at Mobile, Ala., on the 13th inst., the following gentlemen were unanimously re-elected directors for the ensuing year: Wm. D. Dunn, Wm. Jones, Jr., N. St. John, J. A. M. Battle, R. A. Baker, L. M. Wilson, Jas. Boykin, and Lewis Troost. The annual reports of the President and Chief Engineer were submitted. The President's report gives a brief history of the enterprise from its commencement. From this we learn that the company was organized on the 11th of April, 1859. On the 19th of the same month the Directors ordered the preliminary surveys of the road to be made, which were completed in the month of October following. On the 1st of November the new act, supplemental to the act for taking the sense of the city upon the question of aiding this road, was submitted to the city authorities by the Mayor, was approved and forwarded to Montgomery and became a law, by the approval of the Governor, on the 29th of November. Meanwhile the stock subscriptions had been increased to upwards of $300,000, and the estimates of the cost of the road were reduced to $1,080,000.

Application was then made to the city authorities for aid to the amount of $1,000,000, and on the 13th of December the subject was brought by the Mayor, to the attention of the Aldermen and Council. On the 27th of December the contract, drawn up with the sanction of the committee appointed by the Board, having been adopted by both the city and the Railroad Company, was formally signed and executed.

On the 15th of January, contracts were made for the material portions of the work east of the Tensas river, to be completed by January 1, 1861; and on the 1st March all the bridge superstructure from the East bank of the Tensas to Mobile, was contracted for, to be completed in two years. On the 7th March, contracts were made for all the piers, rails, fastenings, etc., necessary for the road east of the Tensas, to be delivered at different periods from October, 1860, to July, 1861. The Directors have therefore provided for putting the road in operation from the Alabama and Florida road to the Tensas river in time for the crop of 1861, and into the city by about the 1st January, 1863. Calculations are based, however, upon the unimpaired credit of the company and the sale of the city bonds.

Three routes, it is stated, were surveyed for this road, the first extending from Mobile to the Alabama and Florida Railroad near Fort Crawford, the proposed junction of the Mobile and Girard Railroad; the second, connecting with the Alabama and Florida Railroad at Sparta, with a side line forming a junction with the same road at Evergreen; and the third route, running from Mobile to Midway and thence to the Alabama and Florida road at Greenville.

The first route was selected as being the shortest, cheapest, most eligible and affording the most and best connections with other roads. The Chief Engineer says:

A mere projected line would indicate the latter as the point of junction with the Alabama and Florida Railroad, but when the fact was so patent, that all the requirements of either the city of Mobile or the public could be met by a connection at Fort Crawford, at an immense saving of money and time, the terminus was easily fixed.

Had there been a local business commensurate with the heavy expenditure necessary to make a connection north of the present one, the location might have been different; but the absence of all local advantages fully confirms the policy of the present location. The Fort Crawford line being fixed upon, a locating party was organized December 1st, and put into the field, and the location perfected to the east bank of the Tensas river, forty-nine miles, in six weeks. The general direction of the line for the first thirty miles is indicated by the Florida State line, as the line of road follows immediately along the State line, approaching it at points within one quarter of a mile till the crossing of the Perdido, where the course changes to the south-west, direct for Mobile, crossing the Tensas and Mobile rivers, about half way between Hall's and Byrne's landings. The country over the entire distance is high and dry, densely timbered with the finest long leaf yellow pine, and interspered with hundreds of never-failing springs and streams of pure, healthy water. A more minute description of the line would be unnecessary, because possessed of neither landmarks nor localities familiar to the stockholders of your company.

The location from the east bank of the Tensas into the city of Mobile is yet incomplete—the crossing of the Tensas and Mobile rivers only having been fixed. A party is at present engaged upon this work, and as it is the only portion of the line presenting any difficulty, I feel that too much time can scarcely be spent upon it—the present cost, as well as the ultimate working expenses of the road, being greatly dependent upon a judicious location of this section of your road.

Great fears had long been entertained of the total impractibility of a line crossing the delta, owing to the depth of water and character of marsh and swamp, rendering foundations expensive and doubtful; recent surveys have relieved all doubts upon this subject. The crossing of both the Tensas and Mobile rivers are favorable, having water varying from five to twenty-seven feet and a compact sand and clay bottom.

The remainder of the line is over a well-timbered section of country; and although a portion of it is subject to overflow and will not supply the necessary material for embankment, yet the surface is generally sufficiently firm to support the material that can be conveniently hauled in from the cuts east of the Tensas.

The absence of materials ordinarily used in the

construction of bridge piers, created the necessity of a thorough investigation of all the plans resorted to in Europe and our own country, for the support of bridge superstructures, and a careful comparison of their respective cost. The first cost of timber piers was materially less than any other; but in a Southern climate like our own, where decay is so rapid, aided by the destructive influence of the *teredo navalis* or sea-worm, its use would have been both hazardous and expensive in the end.

Iron being left as the only available material for meeting the difficulties presented in the our case, a careful investigation was instituted of the respective merits of pneumatic cylinders and screw piles.

The latter presented many admirable features, being easily put in, and when once erected, offered little or no resistance to the current of the river; but the depth of water, height of superstructure, and severe gales, rendered the piers top heavy and liable to great vibration; and independent of the above, they were more expensive than the pneumatic cylinders.

The cylinders was finally determined upon as the cheapest and least objectionable of all the known plans, and one eminently suited to our wants. The success of this class of bridge pier, in both Europe and America, gives entire confidence in their adoption.

The cast iron cylinder possesses many advantages over all other plans of bridge piers. The location of your bridge is at points where the water is but slightly affected by the salt of that of the bay; and even if it were doubly so, and the action equal to the maximum of metallic destruction, the material presented to this action would render the piers perfectly safe for the duty they would have to perform a century from this time. Independent of this fact, these cylinders are filled with the best concrete, and whilst the cylinders may be losing something by metallic decomposition, it is compensated in an equal ratio by the gradual hardening of the concrete, a substance that will, in a few years, attain to a hardness quite equal to good building stone. The screw pile pier is without the above advantage. The chemical action of the water upon the screw pile is rapid and permanent, without a compensating medium of protection. A contract for the cylinders was closed on the 7th day of March with Messrs. John Rogerson & Co., of Newcastle-on-Tyne, England, and the plans are now on their way to the manufacturer. Should there be no disappointments in the delivery of the cylinders, the operation of sinking them will begin the first of October next. The superstructure for these bridges will be upon the Howe Truss plan, with large revolving draws, for both the Tensas and Mobile river bridges. These bridges have been let to Messrs. Denmead & Kendrick, of Marietta, Ga., men eminently able to carry out the terms of the contract.

The cost of the entire road into the city of Mobile is summed up in detail in the following table, which, for convenience of future reference, I have divided into two divisions—Eastern and Western. The eastern division, extending from the Alabama and Florida Railroad to the east bank of the Tensas river, forty-nine miles long; the western division, from the east bank of the Tensas river to the city of Mobile, is eighteen miles long.

EASTERN DIVISION.

Clearing, grading, masonry and bridging	$420,100
Superstructure	409,600
Buildings	74,500
Equipment	140,000
General expenses and engineering	50,000
Total	$1,094,200

WESTERN DIVISION.

Clearing, grading, masonry and bridging	$451,000
Superstructure	124,300
Buildings	45,500
Equipment	60,000
General expenses and engineering	25,000
Total	$705,800

RECAPITULATION—EASTERN AND WESTERN DIVISION.

Clearing, grading, masonry and bridging	$871,100
Superstructure	533,900
Buildings	120,000
Equipment	200,000
General expenses and engineering	75,000
Total	$1,800,000

It is confidently believed that the above sum will be ample to cover the cost of the entire road.

The progress that is being made on every portion of the line, with the clearing, grading and cross-ties, will enable us to begin our track-laying early in the coming fall of the Tensas and Alabama and Florida Railroads; and should no unforeseen occurrence delay the work, we may safely expect to see the line opened through the Tensas, in time to take off the crop of sixty-one.

The receipts of the company up to April 2d, have been, from instalments on stock subscriptions, $36,646; from sale of city bonds, $79,664.64; total, $116,310.40. The expenditures up to the same time were, $84,280.16, leaving a balance in the treasury of $32,080.24. Bonds of the city have been received to the amount of one million of dollars. Seventy-nine bonds have been sold at par; eighty-four have been sent, and thirty more are to be sent, to London to John Rogerson & Co. on contract for rails and iron work for bridges, piers, etc., making ninety-three bonds in all disposed of, and leaving eight hundred and seven in the possession of the company.

The officers of the company are:

WM. D. DUNN, *President.*

G. JORDAN, JR., *Chief Engineer.*

S. W. ALLEN, *Treasurer.*

Railroad Earnings.

The earnings of the Cincinnati, Hamilton and Dayton Railroad for March, 1860, were $60,203 10
March, 1859 ..... 47,060 70

Increase $13,142 40

The earnings for the year ending March 31, 1860, were $561,682 52
Do. 1859 ..... 489,437 92

Increase $72,248 60

The net earnings for 6 months to March 31, 1860, were $87,481 58
Less 3½ per cent. dividend 75,453 00

Surplus $12,028 58

The earnings of the Norwich and Worcester Railroad for March were:

1860 ..... $27,801 30
1859 ..... 25,864 66

Increase $1,936 64

The receipts of the Grand Trunk Railway of Canada, for the week ending April 7th, 1860, were $70,160 70
Corresponding week, 1859 ..... 49,068 19

Increase $21,092 51

Total traffic from July 1, 1859 ..... $2,199,758 60
Do. for same period last y.. 1,762,597 49

Increase $437 161 11

The receipts of the Grand Trunk Railway of Canada for the week ending April 14, were $70,858 89
Week ending April 16, 1859 ..... 46,963 46

Increase $23,895 43

Total traffic from July 1st, 1859 ..... $2,270,617 49
Same period last year 1,809,560 95

Increase $461,056 54

The officers of the Western and Atlantic Railroad have paid into the State Treasury of Georgia, $40,000, the net earnings of the road for the month of March.

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of March:

	1860.	1859.
Received from coal	$169,808 48	$109,972 04
Do. merchandise.	57,608 80	47,978 98
Do. travel, etc.	29,992 29	30,657 79
	$257,409 57	$188,608 81
Transportation, roadway, dumpage, renewal Fund, and all charges	134,043 71	109,030 89
Net profit for the m'th.	$123,365 86	$79,577 92
Do. for previous 3 mos.	221,029 80	216,382 05
Total net profit for 4 months	$344,395 66	$295,959 97

The earnings of the Eastern Division of the Ohio and Mississippi Railroad for March were:

1860 ..... $94,392 55
1859 ..... 89,264 18

Increase $5,128 37

The earnings of the New York Central Railroad have been as follows:

	1858-9.	1859 60.	Increase.
December.	$510,424 64	$520,896 27	$9,971 63
January ..	380,348 68	387,128 14	6,779 46
February .	370,544 36	402,530 38	31,986 02
March	509,210 54	554,339 33	45,128 79

The earnings of the Mobile and Ohio Railroad have been:

	1860.	1859.	Increase.
February	$118,435	$70,391	$48,044
March	100,494	51,544	48,950

The earnings of the Central Ohio Railroad for

February were $46,900 49
Expenses 35,051 19

$11,849 30
Balance on hand $22,535 17
Due other roads 16,204 23
Due from other roads 17,701 59

The receipts and expenses of the road for the past six months has been as follows:

	Receipts.	Expenses.
September	$66,460 25	$38,640 92
October	53,092 78	44,950 37
November.	49,569 24	39,441 19
December	43,907 10	43,103 05
January	41,946 07	40,888 21
February	46,900 42	35,951 19

Cincinnati Stock Sales.

BY KIRK & CHERVER.

For the week ending April 24, 1860.

BONDS.

		Per cent.	
Little Miami, 1st Mort.	6s	85	and int.
Covington and Lexington, 1st Mortgage	7s		"
" " " 2d "	7s	68	"
" " " Income, pref.	10s	10	
Ohio & Miss., E. D., Construction	7s	15	
Cinc., Ham. and Dayton, 2d Mortgage	7s	85	and int.
" " " 1st "	7s	95	"
Indianap. & Cincinnati, do. do.	7s	73	

STOCKS.

Cincinnati, Hamilton & Dayton	Ex Div. 70½
Columbus and Xenia	85
Indianapolis & Cincinnati	38
Little Miami	86

☞ We learn from the Erie *Gazette* that a survey is soon to be made of a line for a railroad from some point on the Sunbury and Erie through the oil region to Franklin, Pa. The expense attendant upon this survey is to be raised by voluntary private subscription.

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NOTICE TO
Railroad Contractors.

SEALED PROPOSALS will be received at the office of the West Jersey Railroad Company at Woodbury, Gloucester County, New Jersey, for the Grading of a Railroad from Woodbury to Glassborough (a distance of 10 miles) until Thursday, the 10th of May, 1860.
Also at Bridgeton; for the Grading from Bridgeton in Cumberland County, to Pittstown in Salem County (a distance of 10 miles) until Thursday, the 17th of May, 1860.
Also at Glassborough; for the Grading from Pittstown in Salem County, to Glassborough in the County of Gloucester (a distance of 10 miles) until Thursday, the 24th of May, 1860.
Profiles, Plans and Specifications of the work may be seen at the Engineer's office in Woodbury, for the First Division; at Bridgeton, for the Second Division; and at Glassborough, for the Third Division, three days before the letting of each Division.
4t17 WM. COOK, Engineer.

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PREMIUM INSURANCE
DOOR BOLTS,

PECULIARLY adapted to all doors where safety is required, are unequalled for strength, and pronounced by judges **BURGLAR-PROOF.** This is not the Door Fastener carried in the pocket. Manufactured by
HENRY BURT,
No. 11 Newton st., Newark, N. J.
For sale at Clough's Yankee Notion Depot (231 Pearl st.), **New York,** and by the trade generally.

PORTER FITCH,
BLANK BOOK MANUFACTURER,
STATIONER, PRINTER AND LITHOGRAPHER,
No. 6 BEEKMAN STREET,
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FIRST CLASS **ACCOUNT BOOKS** made to order, and **ENGRAVING** of every description for RAILROAD CORPORATIONS, BANKS and INSURANCE COMPANIES, executed in the **best manner** on **short notice.**
Also—
ENVELOPES,
NOTE, LETTER and CAP PAPERS,
FOR SALE AT LOW PRICES.

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ARCHITECT & BUILDER,
No. 3 CEDAR STREET,
(Near Pearl), NEW YORK.
STORES AND OFFICES FITTED UP.

DR. A. MERRIMAN,
DENTIST,
1 WAVERLEY PLACE,
OPPOSITE NEW YORK HOTEL,
NEW YORK

To Locomotive Builders and Coppersmiths.

10,000 pounds Patent Seamless COPPER TUBES, manufactured by a new patent process.
10,000 pounds Patent Seamless BRASS TUBES, manufactured by a new patent process.
Two inches outside diameter, suitable for Locomotives, or any purpose for which a perfect tube is desirable.
Warranted pure and free from any brazing.
For sale low. Apply to
THE HAMILTON MANUFACTURING CO.,
4t16 No. 76 Cedar st., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
New York, March 29, 1860.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held this day, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, be, and the same is hereby called, payable on the 15th day of May, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. ROBERT BENSON & Co.; and that parties desiring to pay their instalments in London, may pay the same, at the rate of four shillings two pence sterling to the dollar.

Resolved, That the Transfer Books be closed on the 10th day of May, and re-opened on the 15th, and that no transfers be permitted after that date, of shares upon which such assessments shall not have been paid.

Resolved, That interest at the rate of seven per cent. per annum be allowed upon all assessments paid previous to the 15th of May, and charged at the same rate upon all assessments paid after that date. By order of the Board.

A. E. BURNSIDE, Treasurer.



PORTER'S IMPROVED CENTRIFUGAL GOVERNOR.

THE ATTENTION OF PARTIES TROUBLED WITH IRREGULAR OR UNsteady power, is respectfully called to this Governor now coming into general use.
It may be used in connection with any valve or cut-off, and will regulate the motion of the engine so perfectly, that its entire load may be thrown on or off at once without sensibly affecting its speed.
I will send a Governor to any responsible person for trial, and if its action be not perfect under the above test it may be returned.
Prices exceedingly moderate.
All orders and communications will receive prompt attention. Send for a circular.
Address **CHARLES T. PORTER, Patentee and Manufacturer,**
235 West 13th St., NEW YORK CITY.
A few reliable Agents wanted.

LEXINGTON & ST LOUIS 241

JOHN ROBBINS,
MANUFACTURER OF
Copper, Brass, & White Metal Checks,
AND
Various Kinds of Railroad Lanterns.
No. 48 Kneeland st., BOSTON.

HOYT, BADGER & DILLON,
Late S. HOYT & CO.,
MANUFACTURERS AND IMPORTERS OF
FINE
WATCHES, JEWELRY,
AND
SILVER WARE.
266 PEARL and 38 FULTON STS.,
U. S. HOTEL, NEW YORK.

LEWIS E. P. SMITH & CO.,
Copper and Iron Merchants,
397 and 399 Water st., NEW YORK,

DEALERS in Heavy Cut Boiler and Bolt Copper, Spelter, Tin, Lead, Composition, Yellow Metal, Antimony, Wrought and Cast Scrap Iron.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.
The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting, held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.
The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.
A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.
Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.
2m15 W. H. MOLLHENNY, Secretary.

PHŒNIX IRON COMPANY'S



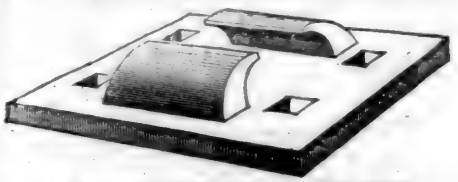
SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

To Railroad Contractors.

SEALED PROPOSALS for the Graduation, Bridging, Ballasting and Track-laying of sixteen miles of the Junction and Breakwater Railroad from Milford to Georgetown, will be received by the undersigned until Tuesday, the 1st day of May next, upon which day the proposals will be opened and the lettings declared.
All necessary information can be obtained at the Engineer's Office in this place.
MILFORD, Delaware, April 2nd, 1860.
JOHN W. HOUSTON,
President of the Company,
T. F. TILGHMAN, Chief Eng.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,
RAILS OF SUPERIOR QUALITY,
and of weight or pattern as may be required.
VOSE, LIVINGSTON & CO.,
9 South William st.
NEW YORK, Aug. 1, 1858.



JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes MERCHANT, BAR and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.
OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green, NEW YORK.

REFERS TO
Messrs. Cooper & Hewitt, | Messrs Stillman, Allen & Co.
Messrs. Wm. Gothout & Bro., | Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro. | James L. Jackson, Esq.

NEW YORK SMELTING COMPANY,

WORKS AT STATEN ISLAND, N. Y.
OFFICE, 51 EXCHANGE PLACE, N. Y.

Gold, Silver and Lead Ores.

THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable terms as can be obtained in this country or in Europe.

W. H. McVICKAR, President.

S. RUST'S PATENT (applied for) OIL CANS.

This improvement consists in a chamber, or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drippings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from $1.25 to $3.50 per doz., according to size.

Attention is invited to the Sewing Machine Can, which is got up in a cheap and handsome manner. Also the common Oil Cans, Door Escutcheons, Drops, Key Bases, etc., at the lowest prices.



Manufactured by S. RUST, Jr.,
163 West 38th Street, New York.

☞ The only Can that will always keep clean while in use. ☜

CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
Far superior to the ordinary kind.
FROG PLATES, POINTS.
Saw, File, Cutlery, Rake, Hoe, Axe and Plough Steel. Gun Metal. Wire and Machinery Steel.
ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,
45 Cliff st., New York.

STEEL, FILES, ETC.

R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel,** superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files,** of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK USE

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1850.

FAY, WOOD & CO.,

214 Pearl st., NEW YORK,
MANUFACTURERS OF
WHITE LEAD, ZINC,
COPAL VARNISHES AND
JAPANS.
Also, PUTTY, PAINTS and COLORS.

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY
J. C. HULL & SONS,
(Formerly W. HULL & SON,)
Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,
NEW YORK,
For Railroads, Machine Shops, Steamships, Mills, etc.

THIS OIL having been before the public for a **long time,** and having been **extensively used** in different parts of the country, and on each occasion meeting with **unqualified approval,** renders the manufacturers confident when making the following claims:—

1st. **Its first cost is much less** than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will **not in any way gum** or **clog up** any journal or bearing, **all the gum in the Oil being entirely decomposed.**

3rd. It will keep all journals and bearings **cool, clean** and **bright** as new, thus not only **saving wear and tear,** but **saving also** no inconsiderable amount of **motive power.**

4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is **sweet** and **clean,** and entirely **free from all odor or unpleasant smell.**

6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of **Railroad** and **Steamboat officers,** also, prominent **Manufacturers** and **Machine Builders,** can be seen by application as above.

OIL! OIL!

PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

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S. W. HOPKINS,
METAL BROKER,
72 BEAVER ST., NEW YORK.

INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

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Hon. DANIEL F. TIEMANN, Mayor, New York.
WM. A. COBB, Esq., Pres't Fulton Fire Insurance Co., N. York.
Messrs. T. B. CODDINGTON & Co., New York.
" P. & J. P. HAWES & Co., Boston.
" FARRAR, FOLLETT & Co., "
" E. J. ETTING & BROTHER, Philadelphia.
" NATHAN TROTTER & Co., "
" E. L. PARKER & Co., Baltimore.
" E. PRATT & BROTHER, "
" THOMPSON & OUDESLUYS, "

Waterbury Brass Agency,

ALEX. ANDERSON, Agent,
52 BEEKMAN STREET, NEW YORK,
FOR THE SALE OF
SHEET BRASS,
COPPER AND BRASS WIRE,
BRASS AND COPPER TUBING,
COPPER RIVETS AND BURS, ETC.
Manufactured at WATERBURY, Conn.

HENRY SINKLER,

METALLIC LETTER MANUFACTURER.

RAISED and ENGRAVED **Brass** and **German Silver LETTERS** for **Locomotives,** also Manufacturer of **BAGGAGE CHECKS and TICKETS** FOR RAILROAD COMPANIES AND HOTELS.

Pemberton st., between **Ridge Road** and **Broad, South of Wallace, PHILADELPHIA, PA.**

METALS for RAILROAD COMPANIES.

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IMPORTER AND DEALER IN **METALS,**
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TROY BELL FOUNDRY
AND
PHENIX BLACK LEAD CRUCIBLES.

Dealers and consumers are invited to inspect our stock consisting of every article known in the trade, viz, **Builders', Machinists'** and **Founders' Materials.** Stub's and Norton's Files, Tools, etc., etc. **METALS OF EVERY KIND.** Favorable terms to first class buyers.

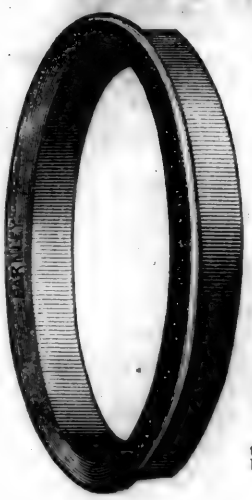
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No. 253 Pearl st., NEW YORK,
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YELLOW SHEATHING METAL, BOLTS AND NAILS,
COPPER BOTTOMS,
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COPPER AND BRASS RIVETS AND BURRS,
Large Flats and extra-sized Sheets, rolled to order at short notice,
TINNED COPPER OF ALL DIMENSIONS,
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MANUFACTURER OF
ORNAMENTAL, SHEET BRASS AND COPPER WORK
FOR LOCOMOTIVE ENGINES,
Brass Domes, Escape Pipes, Steam-Chest Covers,
Cylinder Heads, Jackets, Raised Bands for Boilers, etc., etc.,
Also, **Smoke Stacks and Russia Iron Jackets.**
Also, COPPER FLUES OF SUPERIOR QUALITY, and All other Copper Work for Locomotive and Stationary Engines.
Brass and German Silver Name and Number Signs
FOR LOCOMOTIVE ENGINES,
Furnished at unusual short notice.

THE FARNLEY IRON CO.,



Near LEEDS, Yorkshire,

MANUFACTURERS OF

LOCOMOTIVE TIRES,

TIRE BARS,

BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.



The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING**, being from the same bed of mineral.

For sale, **at manufacturer's prices,** by

M. K. JESUP & COMP'Y,
44 Exchange Place, New York,
SOLE AGENTS for the UNITED STATES and CANADAS.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,

PASCAL IRON WORKS.

Established 1821.

WAREHOUSE—209 SOUTH THIRD STREET,

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STEPHEN MORRIS, THOS. T. TASKER, JR. CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

LACKAWANNA

IRON AND COAL COMPANY,

SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President, **Scranton, Pa.**

or **DAVID S. DODGE,** Treasurer, **46 Exchange Place, NEW YORK.**

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,

BOSTON, June, 1851. **29 Central Wharf.**

RAILROAD IRON.

CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.

500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

MORRIS, WHEELER & CO.,

SUCCESSORS TO

MORRIS & JONES & CO.,

IRON MERCHANTS,

MARKET AND SIXTEENTH STREETS,

PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON.

WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

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RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
13 Cliff st., N. Y.

RAILROAD IRON

AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & CO., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE subscriber is prepared to enter into **CONTRACTS FOR RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
17 William Street, N. Y.

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To Civil Engineers and Contractors.

JUST PUBLISHED—A set of Tables for finding, at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes. By M. E. LYONS, C. E.

SHEET NO.			SHEET NO.			
1.	General Table for all Bases and all Slopes.		13	for Base 1st.	Slop.	1½ to 1
			14.	" 20	"	1½ to 1
2.	For Side Hill Cuts and Fills		15.	" 24	"	¼ to 1
3.	Base 12 ft.	Slopes 1½ to 1	16.	" 24	"	1½ to 1
4.	" 14	" 1½ to 1	17.	" 25	"	1½ to 1
5.	" 15	" ¼ to 1	18.	" 26	"	1½ to 1
6.	" 15	" 1 to 1	19.	" 28	"	¼ to 1
7.	" 15	" 1½ to 1	20.	" 30	"	1 to 1
8.	" 16	" ¼ to 1	21.	" 30	"	1¼ to 1
9.	" 16	" 1 to 1	22.	" 30	"	1½ to 1
10.	" 18	" ¼ to 1	23.	" 32	"	1 to 1
11.	" 18	" ½ to 1	24.	" 32	"	1½ to 1
12.	" 18	" 1 to 1				

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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For sale at the office of this paper.

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N. B.—Bronze and Silver Medals awarded for the Best Railroad and Surveying Instruments, 1856 and 1857.



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TRANSITS, LEVELS, RODS, CHAINS, ETC.

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ENGINEERS' AND SURVEYORS' INSTRUMENTS, MADE BY

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No. 22 Pear Street, near Third St., below Walnut, PHILADELPHIA.

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MATHEMATICAL Instrument Maker, at the old stand, 156 Water st., NEW YORK. 1y33

James Prentice,

66 NASSAU St., N. Y., Manufacturer of Mathematical Instruments of every description. Orders promptly filled.

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MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

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MANUFACTURER of Transits and Levels, has removed to Union Place, near Washington Av. Yonkers, N. Y.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

CEMENTS.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

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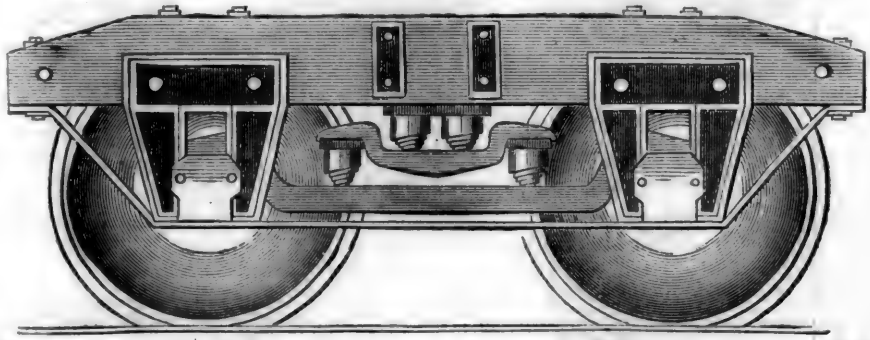
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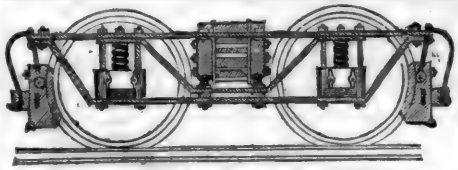
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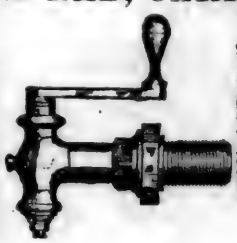
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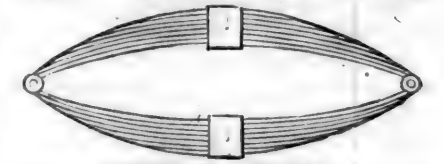
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 18.] SATURDAY, MAY 5, 1860. [WHOLE No. 1,255, VOL. XXXIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Victoria Bridge.....869
Ohio and Mississippi Railroad.....871
Contract of Insurance, Argument to Insure Binding.....872
Memphis and Charleston Railroad.....872
Railroads in the State of New York.....873
Milwaukee and Mississippi Railroad.....880
Michigan South. and North. Indiana Railroad.880
New Invention in Street Railways!!.....881
Warwick Valley Railroad.....881
Charleston and Savannah Railroad.....881
Androscoggin Railroad.....882
Cincinnati and Chicago Railroad.....882
Branch Road from Temple to Tuckerton.....882
Montgomery and Pensacola Railroad.....882

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 5, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 347.)

In order to see how the wooden truss will compare with the tube in respect to proportion of superfluous to effective material, I will take a Bridge of the McCallum plan, as designed for a span of 242 feet in the clear. In choosing this particular discription of girder as a standard, I do not wish to be considered as expressing any opinion in its favor as compared with other descriptions of wooden girders; but it is taken simply because the details for such a comparison are more readily at hand; and as the McCallum girder does not depend upon iron rods, but *entirely upon wood*, the issue presented as to the relative merits of wood and iron is more complete. The amount of material in such a Bridge is as follows:

	ft. B. M.	lbs.
Top ch'ds and straining beams	22,292	53,853
Keys	912	2,204
Lateral bracing and ties	4,794	11,585
Lateral bolts		448
Bolts for splicing &c		2,825
Total weight in top		70,415

—or 35.2 tons.

	ft. B. M.	lbs.
Bottom chords	18,806	45,448
Clamps and keys	5,035	14,100
Lateral bracing	1,964	4,746
do rods, bolts and shoes		1,980
Bolts for splicing		4,764
Total weight in bottom		71,038

—or 35.5 tons.

	ft. B. M.	lbs.
Braces in sides	26,883	66,000
Arch braces	4,096	9,000
Vertical ties	25,204	60,909
Bolts &c		3,517
Total weight in sides		140,326

—or 70.1 tons.

Making the total weight of bridge 140.8 tons.

The floor timbers and track would add as follows:

	ft. B. M.	lbs.
Floor timbers and stringers	21,435	53,500
Bolts &c		678
Rails, chairs, spikes &c.		10,462
Total		64,640

=to 32.3 tons.

The total weight of Bridge and Track would therefore be 173.1 tons against 305 tons, which is the weight of one span of the Victoria tube and track.

The superfluous or non effective material in the Wooden Bridge made necessary by the framing is, as given below, and in this category I will include the lateral bracing top and bottom, as it is claimed that in the tube nothing extra is required for this duty.

Superfluous material in the top.

	lbs.
Keys	2,204
Lateral bracing and ties	11,585
Lateral bolts	448
Bolts for splicing chords	2,325
Total	16,562

=to 8.28 tons—

Superfluous material in the bottom.

Clamps and keys	14,100 lbs.
Lateral bracing	4,746 "
Do. rods, bolts and shoes	1,980 "
Splicing bolts, etc.	4,764 "
The total area of the lower chord is 465 inches, 300 of which is available, leaving 165 non-effective	16,891 "
Total	41,981 lbs.

= to 20.99 tons.

Superfluous material in the sides.

Reduction of vertical ties in framing	24,363 lbs.
Bolts, etc.	3,517 "
Total	27,880 lbs.

= to 13.94 tons.

The comparison would stand as follows:

	In the tubes.			In the wooden bridge.		
	Effective material.	Material superfluous.	Total weight tubes.	Effective material.	Superfluous material.	Tot. w'ght wood. br.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Top	64.6	11.4	76.0	26.9	8.3	35.2
Bottom	64.4	27.6	92.0	14.5	21.0	35.5
Sides	23.6	50.4	74.0	56.2	13.9	70.1
Totals	152.6	89.4	242.0	97.6	43.2	140.8

The superfluous material therefore is 38 per cent. of the whole in the tubes, while in the wooden bridge it is only about 30 per cent., and this comparison is made on the assumption that the material through the centre of the top and bottom of the tube is effective for longitudinal strains.

It may fairly then be assumed, that as regards the superfluous material, the wooden structure loses nothing in the comparison, and that it fulfills the *second* condition necessary in a proper structure quite as well as the boiler plate bridge.

As regards the distribution of the material, the same arguments apply here as in the case of the iron lattice, viz: that the material subject to the strains of extension and compression, is condensed into a small compass, *directly where these strains are communicated*, and that it is in the best possible form to resist these strains. It would appear, therefore, that a well constructed wooden bridge meets the *third* condition.

A comparison of the *strength* of the McCallum girder as designed for a span of 242 feet, with the Victoria tube, will not I think offset the advantages already enumerated.

The weight of a McCallum girder of 242 feet span in the clear, with its track and a rolling load of one ton per foot, is 410 tons; and the strains of compression and extension at the centre of one of the chords due to this load uniformly distribut-

ed, is 413,417 lbs. The whole area of the upper chord, 492 inches, being effective, the strain per square inch is 840 pounds. The maximum value being 5,500 pounds per square inch, the factor of safety is about 6.55.

The section of the lower chord has 300 square inches fully available for tension, and the strain is, therefore, 1.378 pounds per square inch.

The maximum value being 12,000 lbs., the factor of safety is 8.7.

The following table gives a comprehensive view of the relative characteristics of one of the Victoria tubes and a McCallum girder of same span, as regards weight, strength and cost.

	Victoria tube.	McCallum girder.
Relative strength of same weight of material to resist compression.....	1	3.06
Do. do. to resist tension,	1	5.30
Weight of effective material	152.6 tons.	97.6 tons.
Do. of non-effective do.	89.4 "	43.2 "
Total weight of girder....	275.0 "	140.8 "
Least factor of safety.....	3.7 "	6.55 "
Cost per foot	£57	£8.

In these various features then, the wooden girder has these advantages viz:

1st. The material has more than three times the value with equal weights to resist compression.

2nd. It has more than 5 times the value with equal weights to resist tension.

3rd. The proportion of superfluous or non-effective material, to effective material is 1-5th less.

4th. The total weight of bridge is only about one-half.

5th. The factor of safety is nearly double; and

6th. The cost is only about one seventh.

Surely here are large margins, so large, indeed, that it is not at all necessary to be over nice in the comparisons. In fact, the girder with which I have here compared the Victoria tube with, only one-half the weight of material has nearly twice the strength.

One peculiarity in the construction of the McCallum girders is what is called the *arch* brace. These are heavy timbers extending from the upper corners of the masonry of the piers and abutments, passing through the lower chords, and between the side braces and abutting against the upper chords and straining beams at a point about 36 feet out from the bearings—in effect shortening the span of 242 feet to 170. The strains have been calculated, however, without any reference to the service these braces perform, and the results given are such as would be due to the entire span. Between the points of support afforded by these braces, the bridge, with the track and rolling load of one ton to the foot, would weigh about 300 tons uniformly distributed, and the strain upon each chord due to this span and this load, would be but 212,500 pounds—or, but little more than one-half the strain allowed in the comparison.

Our "perishable" American bridges need but a fair examination to establish their superiority over the tubes at least, in every respect, except as regards their maintenance. This question is purely a financial one, and is to be considered in connection with the first cost. Experience has shown that a well constructed wooden bridge, properly covered and protected, will last at least 20 years. In the eport of the President and Chief Engineer of the New York and Erie Railroad Company for the year 1857, a complete schedule of all the bridges on the road is given, at the end of which, S. S. Post, Esq., the Chief Engineer, whose experience entitles his opinion to the utmost confidence, remarks in relation to the bridges I have quoted, and to others upon that road: "These bridges are of the first class. * * * They have been constructed in the most substantial manner, from the best of materials, and remain in every respect sound and in perfect condition. * * * If kept properly painted, these bridges will unquestionably, with very little other repair, perform their offices well, and with perfect safety, *for 20 years or more.*"

It must be remarked that too little attention has been given to the necessity of covering and protecting our wooden bridges; and to this, must be attributed their comparntively short life. Those recently constructed on the Grand Trunk Railway under the direction of Mr. Starke, have, however, had the utmost care bestowed upon them in this respect, and it is believed that the precautions he has taken will give them a durability heretofore unknown. Tubes are yet too new to determine what effect time and corrosion may have on them. It is certain that they require constant repairs and constant painting. It is stated that the Grand Trunk Company pay at the rate of 80 cents per foot per annum for the painting of the Victoria tubes.

The difference of first cost between the tubes and wooden girders for the Victoria bridge would not have been less than £45 per foot, making every allowance for necessary staging for raising the bridge, for thoroughly planing and painting, and then covering it. With such precautions, 25 years may be considered as a very low estimate of its durability; but, I will assume 20 years as the extent, and offset the annual cost of repairs and painting, by the amount which it costs to paint the Victoria bridge; although this amount is at least twice the sum required for the wooden structure. I will also assume the tube to be imperishable. We have then simply to consider the difference in first cost, and compute the interest for 20 years. Sixty-six hundred feet, at £45 per foot, (the difference,) is £297,000. The interest on this, at 6 per cent., is £17,820 per annum. Without compounding it, as we might very properly do, the interest for 20 years is £356,400. Now the first cost of the wooden bridge, at the very high valuation I have allowed, is £79,200. The interest on the difference of cost would, therefore, rebuild the wooden bridge four and a half times during the 20 years.

Great stress has been laid upon the risk from fire, involved in the use of wooden bridges. It is not simply the value of the bridge itself, and the cost of its reconstruction, which is to be considered, but the delay to the traffic of the road, consequent upon its *unexpected* destruction. When reconstruction becomes necessary from natural decay, it can be accomplished without the stoppage of a single train, as has been proved in the rebuilding of hundreds. Now the value of the risk is precisely what it will cost to avoid it. Without discussing a dozen cheap expedients of construction, which would reduce the risk so as to be inappreciable, it is quite certain that it can be done by watching, if by no other process. A watchman at each end of a bridge of the length of the Victoria tube, whose duty it should be to pass to the centre immediately after the passage of any train, would render its burning impossible. Allowing for such a patrol night and day, the cost would not exceed £300 per annum. If we capitalize this sum, at 6 per cent., we shall find that it only calls for an investment of £5,000. If, therefore, a sum less than a ponnd per foot will render a wooden bridge indestructible from fire, it would seem to be poor economy to spend £45 per foot for that purpose.

The statistics of our American railroads, however, show that without very special provisions, the risk to wooden bridges from fire is less than for almost any other species of property. On the New York and Erie Railroad there are 146 distinct wooden truss bridges ranging from 40 feet to 792 feet in length each. During the past nine years there has been but one bridge destroyed by fire, and this too without any special protection.

Unquestionably, a lining of tin or sheet iron, adding but a small per centage to the cost, would be as perfect a protection where the trains pass between the trusses, as though the whole structure was of iron. Where trains pass over the top, it is always customary to cover them in this way. It is a mere question of cost, and when so small an addition will accomplish the object, there is no reason for the assertion that, to avoid risk from fire, the whole frame-work must be of iron, for it can be done at far less expense.

All the various elements involved in the comparisons made between the different descriptions of girders which have been considered, after all bring us down to the true criterion of pounds, shillings and pence. This is the inevitable standard, and although it may for a time be evaded, and kept out of sight in the mist of all these disquisitions; yet, practical men who provide the means for such constructions, whenever they can understand that the question of strength is disposed of, without disadvantage to the low-priced structure, will then ask the question: Which is cheapest in the *long run?*—and it is by a fair solution of this problem, that the merits of the structures are to be decided.

Assuming that the tubular plan is everything that could be desired in every respect for the Victoria bridge, it is a question whether proper economy has been exercised in the arrangement of the spans. It is a maxim in such work, (provided the plan of superstructure adopted will permit the required spans,) that unless there are special features existing in the stream, fixing the abutments and piers at particular places, as in the case of the Britannia bridge, the point of economy is reached only when the cost of the piers and the cost of the superstructure balance each other. In the case of the Victoria bridge, the piers cost twice as much as the tubes, yet Mr. Ross, in his report, seriously asserts that the most economical arrangement has been adopted, and that to have lengthened the spans, so as to have reduced them one in number only, on each side of the centre span, would have increased the cost about £30,000. A few figures will render any comment or argument upon such an assertion unnecessary.

The piers cost £800,000, according to Mr. Ross, which is an average of £33,333 each. To have made one less opening on each side of the centre, would, therefore, have reduced the cost of the

piers £66,666. It would have increased the length of each span from 242 to 264 feet, and increased their weight as the squares of the span, making each span, including the bearings, weigh 321 tons, or 1.15 tons per foot. The present spans weigh 275 tons each, or 1.07 per foot. The cost per foot would, therefore, be increased from £57 to £61 5s., increasing the total cost of the superstructure about £26,300 only. Deducting this from the saving to be made by dispensing with two piers, and the result is that instead of the bridge costing £30,000 more, as Mr. Ross says, it would have cost more than £40,000 *less*, and the cost would have stood:

For the piers	£733,333
" superstructure	426,300
Total	£1,159,633

—instead of £1,200,000.

Now let this same process be repeated with a still less number of spans, and as the cost of piers and superstructure approach an equality, as they must necessarily, it will be seen that the aggregate of both will *decrease*. Let us, for instance, suppose the spans to be reduced to nine on each side of the centre opening.

This would reduce the number of piers—six making a saving of £200,000. The length of each span in the clear would be increased from 242 to 331 feet. The weight of each span would be increased to 486 tons. The average weight per foot, including bearings, would, therefore, be 1.4 tons. The price per foot would be increased to £74 10s. The total cost of superstructure would be increased to £461,900
While the piers would be reduced to 600,000
Total cost £1,061,900

—instead of £1,200,000.

The lowest aggregate is reached only when the two sums are alike, and this point will not be found with piers at £33,333 each, and tubes at £54 per ton, until we have reached spans of over 350 feet, and the total saving would, in that case, be about £200,000.

By what possible calculation Mr. Ross could have arrived at the conclusion he did, it is difficult to see.

Mr. Liddell, in his report, says:

"Mr. Ross' calculation of the size of the spans in relation to the piers, is really amusing. As positively as we can demonstrate, that to divide a given line into two parts, such that their products may be a maximum, the two parts must be equal; so positively can it be shown, that until the cost of the superstructure balances the cost of the piers the most *economical proportion* has not been arrived at. Mr. Ross, however, proves to *his own* satisfaction, that although the piers are estimated to cost £800,000, and the superstructure £400,000, we cannot increase the spans and diminish the number of piers without a loss!! Mr. Brunel has given a juster estimate of this, and it is no doubt founded on the relative amounts of superstructure and piers given him."

(To be continued.)

Texas and New Orleans Railroad.

The Galveston *News*, of the 15th April, says that Messrs. C. L. Wentz & Co., contractors of the Texas and New Orleans Railroad, have already completed twenty-five miles of their track from Beaumont, and expect to be through to Liberty by the 15th of May. They intend soon to put on a force at Houston, to work eastward, and hope thereby to lay the entire Texas division by the 1st of August.

Ohio and Mississippi Railroad.

Below we give the first report of J. W. Alsop, Esq., Receiver of this road. The report represents that it is necessary for the successful operation of the road, that out of the receipts of the road, after paying current expenses, there be paid the proper and legal taxes and assessments on the property of the company, and the rents and balances due and to become due to other companies, and for injuries to cattle along the line and to property transported by the company, as well as amounts due and to become due under contracts for the use of rolling stock by the company; also interest on the first mortgage bonds. Authority was granted to the Receiver by the Court to discharge liabilities as suggested by him.

LIABILITIES.

Liabilities of the Eastern Division, as far as ascertained, to April 9, 1860:

Capital stock		$6,478,854 00
Loan from Cincinnati		600,000 00
1st mort. bonds, due July 1, 1872		2,050,000 00
Coupons of inter't unp'd from Jan. 1, 1858, to Jan. 1, 1860.	$206,045 00	
Interest on coupons to April 1, 1860	12,364 55	
		218,409 55
2d mort. bonds, due Oct. 1, 1860		258,000 00
Coupons of interest unpaid to April 1, 1860	$84,980 00	
Interest on coupons to April 1, 1860	10,744 10	
		95,734 10
Construction bonds, due March 1, 1876		4,242,000 00
Coupons of interest unpaid from September 1, 1857, to March 1, 1860	$742,350 00	
Interest on coupons to April 1, 1860	47,513 38	
		789,863 38
Income bonds, due May 1, 1881		3,320,000 00
Coupons of interest unpaid from November 1, 1857, to May 1, 1860	$581,000 00	
Interest on coupons to April 1, 1860	32,535 16	
		613,535 16
Old floating debt prior to May 1, 1856, viz:		
Bills payable	$68,409 24	
Judgments	50,446 03	
Open accounts	6,377 79	
Interest on above, estimated	11,750 00	
		136,983 06
Arrearages due *employees* and bills of supplies to May 1, 1856		7,262 52
Do. from May 1, 1856, to May 1, '58		4,447 66
Do. from May 1, 1858, to Feb. 1, 1860		5,118 96
Do. from Feb. 1, 1860, to April 1, 1860		74,774 54
Notes due W. H. Aspinwall & Co. and associates, dated Sept. 1, 1855, viz:		
One note for	$215,800 00	
One note for	57,757 11	
One note for	18,175 31	
One note for	68,267 58	
Interest from Sept. 1, 1858, to Ap. 1, 1860	34,200 00	
		394,200 00
Due W. H. Aspinwall and associates for use of rolling stock to April 1, 1860, approved by Directors		96,110 56
Due to foreign roads		574 67
Notes to Chas. Kilgour, due May 15, 1860		6,000 00
Drafts for charges unpaid		31,188 46
Total liabilities as above		$19,023,156 62

ASSETS.

Cash on hand, April 9th, 1860	$39,695 91
Due from New York office	4,973 84
Do. Western Division, on Earning Account	14,274 87
Do. Western Division, on Charges	27,724 05
Do. Adams Express Company	3,037 50
Do. Post Office Department	11,087 41
Do. Alfred Gaither	3,158 20
Notes due from individuals	584 00
Due from Agents on line of road	6,688 84
Due from foreign roads	845 30
Total assets	$112,274 42

The following items are appended, as belonging to the schedule of liabilities:

Capital stock, as above	$6,478,854 00
Collateral deposited with Cincinnati, to secure payment of $600,000	1,000,000 00
Total	$7,478,854 00

STATEMENT OF EQUIPMENT, CARS, ETC.

	No.
Locomotives	84
Passenger Cars	31
Mail and Baggage Cars	10
Box Freight Cars	223
Stock Cars	66
Flat Cars	88
" " inside being nearly worthless	77
Gravel Cars	45
Hand Cars	41
Pole Cars	26
Cross-ties at various stations	7,972
Cords of Wood along the line	7,445

BONDED DEBT OF THE COMPANY.

First Mortgage Bonds		$2,050,000
Second Mortgage Bonds		258,000
Construction Bonds		4,242,000
Income Bonds		3,320,000
Total		$9,870,000
Interest on 1st mort. bonds, due	$207,045 00	
Interest on same from maturity to April 1, 1860	12,364 55	
		$218,409 55
Interest on Second mortgage bonds, due	$84,980 00	
Interest on same from maturity to April 1, 1860	10,754 10	
		95,734 10
Int. on const'tion b'ds, due	$742,350 00	
Interest on same from maturity to April 1, 1860.	47,513 38	
		789,863 38
Int. on income b'ds, due	$581,000 00	
Interest on same to April 1, 1860	32,535 16	
		615,535 16
Total		$1,717,542 19

ENGINES AND CARS BELONGING TO ASPINWALL AND ASSOCIATES.

Number of Locomotives	14
" Passenger Cars	8
" Mail, Baggage and Express Cars	4
" Box Freight Cars	161

THE RECEIVER AUTHORIZED TO BORROW MONEY.

In addition to the authority given to the Receiver to discharge certain liabilities, as suggested in the report, the Court also entered a decree, authorizing him to borrow money in the name of the company, to anticipate the reasonable, reliable receipts of the road, to enable the Receiver to meet promptly existing engagements, he being required to report to the Court the amount so borrowed, and the time the loan has to run.

Indiana and Illinois Central Railroad.

It is stated that work is to be commenced on the Indiana and Illinois Central Road, from Indianapolis to Decatur, Ill., and that operations will be steadily prosecuted until the road is completed.

Journal of Insurance Law.

CONTRACT OF INSURANCE, AGREEMENT TO INSURE BINDING.

The case we are about to consider grew out of the burning of the ship 'Great Republic' at its wharf in the city of New York, and was a re-insurance upon that vessel. The Union Mutual Insurance Company of New York, having made insurance of the ship to a large amount, authorized Charles W. Storey, at Boston to apply for and obtain from either of the insurance companies there, re-insurance to the extent of ten thousand dollars.

Pursuant to this authority, on the 24th December 1853. Mr. Storey made application to the president of the Commercial Mutual Marine Insurance Company for insurance at the same time presenting a paper, partly written and partly printed, as embodying the terms of the application. The paper was as follows: "Re-insurance is wanted by the Union Mutual Insurance Company, New York, for $10,000, on the ship Great Republic, from Dec. 24, 1853, at noon, for six months ensuing."

"This policy is to be subject to such risks, valuations and conditions including risk of premium note, as are or may be taken by the said Union Mutual Insurance Co., and payment of loss to be made at the same time, 3 per cent."

The president, after consultation with one of the directors of the company, declined to take the risk for a premium of three per cent., but offered to take it for three and a-half per cent. Mr. Storey replied, that was more than he was authorized to give, and left the office.

Mr. Storey immediately apprised his principals, by a telegraphic dispatch, that the risk could be taken for three and a half per cent. for six months, or six per cent. a year. The reply on the same day was: "Do it for six months, privilege of cancelling if sold." This reply did not come to the hands of Mr. Storey until Monday, the 26th day of December, when he went to the office of the respondents, and found there the president of the company, but no other person, as the day was generally observed as a holyday, Christmas having fallen on Sunday. He then informed the president that he would give the additional half per cent and altered the 3 to 3½ on the paper. To this proposal the president assented and retained the paper.

The defendants answered to this that "its president did assent to the terms and provisions of a re-insurance to be completed and executed by this defendant, by the making and execution of a policy in due form, according to the requisitions of the laws of Massachusetts, the by-laws of this defendant, but they were not assented to as a present insurance."

The case was first tried at the Circuit court for the district of Massachusetts, from which it was appealed to the Supreme Court. We give the opinion of the appelate Court upon the point of an agreement to re-insure as distinguished from the insurance itself.

CURTIS, J.—Upon these facts, we are of opinion there was an agreement to re-insure according to the terms contained in the proposal, concluded by and between Mr. Storey and the president at the interview on Monday the 26th of December. The paper contained every particular essential to a contract to make re-insurance. It ascertained the subject of insurance, the commencement and duration of the risk, the parties, the interest of the assured, and the premium; and for the special risks, the valuations and conditions, it referred to the original contract of insurance made by the complainants, by reason of which they were seeking re-insurance.

On Saturday, the president had offered to contract in accordance with the paper, saving a difference of one-half per cent. on the premium.

It was argued that it could not be considered an acceptance, on Monday, of a continuing offer made on Saturday, because, when the complainants authorized Mr. Storey to give three and a half per cent., they at the same time imposed a new condition by the words, "privilege of canceling if sold," but Mr. Storey testifies, and this is not denied by the answer, or by any witness, that when he made the application on Saturday, and before the president had named the premium which he was willing to take, the president said he supposed that they would have to cancel the policy, if the vessel should be sold within the time, and that he (Storey) assented thereto; and that at the interview on Monday when this point was referred to, the president said the usage in Boston would settle it, and he would not put any thing concerning it into the policy; and after some conversation concerning the usage, Mr. Storey agreed to take the policy without any mention of the privilege of cancellation.

Under these circumstances we do not perceive that the requirement of this privilege can be considered as at all varying, in the apprehension and meaning of the parties, the terms of the accept ance on Monday, from the terms of the proposal on Saturday. But whether, under all the circumstances, this should be deemed to have been a continuing offer, we do not think it necessary to determine; because, on Monday, either the president's offer of Saturday was accepted by Mr. Storey and its acceptance made known to the president, or the proposal was renewed by Mr. Storey, and accepted by the president. The fact that others chose to abstain from business on that day, did not prevent these parties from contracting, if they saw fit to do so; and when one of them either accepted a continuing offer, or renewed a proposal which was accepted by the other, they made a binding contract. Nor do we think the allegation of the answer, that the president informed Mr. Storey that no business was done in the office that day, but the next day he would attend to it, can reasonably be interpreted to mean that he had not made, or intended to make a contract for a policy. Their fair meaning is, that though he had agreed to make the insurance, as the secretary and clerks were not there, and the books not accessible, any action on the agreement must be deferred to the next day. The words cannot be understood to mean, that he would on the next day attend to what he had already done; and he had already made a contract for re-insurance, to be executed on the next day, by issuing a policy in due form to carry that agreement into effect.

On leaving the office of the defendants, Mr. Storey immediately informed the plaintiffs that he had effected this contract, and on the night of the same day the ship Great Republic was destroyed by fire, while laying at a wharf in the city of New York. On the 27th day of December, the complainants tendered their notes for the agreed premium and demanded the policy of re-insurance. The defendants declined to make the policy. Several grounds have been insisted on in support of this refusal:

The first is, that by force of a statute of the State of Massachusetts, insurance corporations can make valid policies of insurance only by having them signed by the president and countersigned by the secretary. But we are of opinion that this statute only directs the formal mode of signing policies, and has no application to agreements to make insurance.

It is further insisted, that by the law merchant insurance can be effected only by a contract in writing. We do not doubt that the commercial law of all countries has treated insurance as made in writing by an instrument, denominated by us a policy; and there may be provisions of positive law in some countries, requiring an agreement to make a policy to be in writing. But there is no such statute of frauds in the State of Massachusetts. The common law must therefore determine the question; and under that law, a promise for a valuable consideration to make a policy of insurance is no more required to be in writing than a promise to execute and deliver a bond, or a bill of exchange, or a negotiable note.

The points taken by the defendants that their president had no authority to enter into an oral contract binding the company to make insurance, and that the premium note should have been actually signed and delivered, were each overruled and the judgment of the Circuit Court affirmed.

Central Railroad of New Jersey.

The following is a comparative statement of the receipts, expenses and net earnings of the three months ending March 31st, of the present year, with the same months of last year:

RECEIPTS.	1860.	1859.	Increase.
January..	$75,105 33	$61,145 27	$13,960 06
February.	75,811 96	65,809 06	10,002 90
March ...	103,675 33	74,519 14	29,156 19
3 m'ths.	$254,592 62	$201,473 47	$53,119 15
Expens's 3 mos.	102,146 37	83,398 82	$18,747 55
Net earn.	$152,446 25	$118,074 65	$34,371 60

Memphis and Charleston Railroad.

The following is a statement of the receipts of this road for March, 1860:

From passenger transportation	$75,796 72
" freight "	66,402 67
" mails "	4,597 91
" express "	2,456 49
" privileges	35 00
Total receipts	$149,288 79
Operating expenses	64,800 43
Net earnings	$84,488 36

The receipts for the quarter ending March 31st, 1860 were:

From passenger transportation	$248,580 39
" freight "	198,976 66
" mail "	13,793 78
" express "	4,967 90
" privileges "	105 00
Total receipts	$466,423 68
Operating expenses	197,281 87
Net earnings	$269,141 81

Railroads of the State of New York.

A TABULAR STATEMENT exhibiting the capital of the several companies, the cost of road and equipment, the mileage, the earnings and expenses, and the dividends paid, each year since the completion of the Mohawk and Hudson Railroad in 1832 to the 30th September, 1859.

Compiled mainly from official reports.

Corporate Titles of Companies.	Chartered in the year.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1832.		$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Mohawk and Hudson	1826	639,908	....	....	639,908	639,908	16.09	51,675	....	52	51,727	27,309	24,418	*nil.*	*nil.*
New York and Harlem	1831	155,405	....	....	155,405	155,405	0.85	384	....	....	384	4,650	*loss.*	"	"
Total		795,303	....	....	795,303	795,303	16.94	52,059	....	52	52,111	31,959	20,152	"	"
1833.															
Mohawk and Hudson		666,304	....	....	666,304	666,304	16.09	69,300	3,708	594	73,602	36,652	36,950	*nil.*	*nil.*
New York and Harlem		362,421	....	....	362,421	362,421	1.72	5,019	.....	....	5,019	1,862	3,157	"	"
Saratoga and Schenectady	1831	300,000	....	....	300,000	300,000	21.50	24,000	1,000	....	25,000	15,000	10,000	"	"
Total		1,328,725	.....	....	1,328,725	1,328,725	39.31	98,319	4,708	594	103,621	53,514	50,107	"	"
1834.															
Mohawk and Hudson		666,500	.....	....	666,500	666,500	16.09	68,210	12,733	921	81,864	50,930	30,934	*nil.*	*nil.*
New York and Harlem		405,327	.....	.....	405,327	405,327	4.43	21,860	.....	.....	21,860	3,678	18,182	"	"
Saratoga and Schenectady		300,000	....	....	300,000	300,000	21.50	26,000	1,000	1,000	28,000	17 000	11,000	"	"
Buffalo and Black Rock	1833	21,650	....	....	21,650	21,650	3.00	1,000	.....	.....	1,000	1,000	....	"	"
Ithaca and Owego	1828	287,500	....	....	287,500	287,500	28.75	12,000	.....	....	12,000	8,000	4,000	"	"
Total		1,680,977	.....	....	1,680,977	1,680,977	73.77	129,070	13,733	1,921	144,724	80,608	64,116	"	"
1835.															
Mohawk and Hudson		1,000,000	....	....	1,000,000	1,000,000	16.86	84,776	26,287	1,519	112,582	66,170	46,412	*nil.*	*nil.*
New York and Harlem		610,779	....	.....	610,779	610,779	4.43	38,429	.....	....	38,429	32,183	6,246	"	"
Saratoga and Schenectady		300,000	....	....	300 000	300,000	21.50	28,000	1,500	1,000	30,500	20,000	10,500	"	"
Buffalo and Black Rock		21,650	....	....	21,650	21,650	3.00	1,100	....	....	1,100	1,000	100	"	"
Ithaca and Owego		300,000	....	....	300,000	300,000	28.75	13,000	10,000	500	23,500	20,000	3,500	"	"
Rensselaer and Saratoga	1832	450,000	....	....	450,000	450,000	25.26	10,000	1,200	2,100	13,300	10,000	3,300	"	"
Total		2,682,429	....	....	2,682,429	2,682,429	99.80	175,305	38,987	5,119	219,411	149,353	70,058	"	"
1836.															
Mohawk and Hudson		1,000,000	75,000	....	1,075,000	1,005,000	16.86	103,470	28,185	1,889	133,544	78,850	54,694	*nil.*	*nil.*
New York and Harlem		874,331	....	....	874,331	874,381	4.43	54,035	....	....	54,035	60,992	*loss.*	"	"
Saratoga and Schenectady		300,000	....	....	300,000	300,000	21.50	27,500	1,500	1,000	30,000	18,000	12,000	"	"
Buffalo and Black Rock		21,650	....	....	21,650	21,650	3.00	1,200	....	....	1,200	1,000	200	"	"
Ithaca and Owego		310,000	....	....	310,000	310,000	28.75	15,000	15,000	600	30,600	28,000	2,600	"	"
Rensselaer and Saratoga		450,000	....	....	450,000	450,000	25.26	12,000	1,500	2,200	15,700	12,000	3,700	"	"
Brooklyn and Jamaica	1832	284,850	85,000	....	369,850	369,850	11.00	....	....	.....	....	.....	....	....	....
Utica and Schenectady	1833	1,600,000	....	....	1,600,000	1,600,000	78.00	168,051	....	8,496	176,547	83,498	143,049	160,000	10
Total		4,840,831	160,000	....	5,000,831	5,000,831	188.80	381,256	46,185	14,185	441,626	232,340	209,286	160,000	10
1837.															
Mohawk and Hudson		1,000,000	82,500	....	1,082,500	1,012,500	16.86	97,167	14,429	4,774	116,370	83,850	36,520	*nil.*	*nil.*
New York and Harlem		1,041,272	.....	....	1,041,272	1,041,272	6.58	55,622	....	....	55,622	71,408	*loss.*	"	"
Saratoga and Schenectady		300,000	.....	....	300,000	300,000	21.50	28,500	1,500	1,000	31,000	19,000	12,000	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	21,650	3.00	1,300	....	....	1,300	1,000	800	"	"
Ithaca and Owego		320,000	.....	.....	320,000	320,000	28.75	16,000	18,000	700	34,700	30,000	4,700	"	"
Rensselaer and Saratoga		455,000	.....	.....	455,000	455,000	25.26	13,000	2,000	2,500	17,500	12,500	5,000	"	"
Brooklyn and Jamaica		284,850	85,000	....	369,850	369,850	11.00	.....	....	.....	.....	.....	33,300	22,772	8
Utica and Schenectady		1,600,000	100,000	8,000	1,708,000	1,708,000	78.00	298,266	....	19,211	317,477	122,738	194,739	160,000	10
Buffalo and Niagara Falls	1834	217,000	.....	....	217,000	217,000	22.00	11,000	1,100	110	12,210	10,000	2,210	*nil.*	*nil.*
Long Island	1834	300,000	.....	....	300,000	300,000	15.00	25,000	1,500	1,000	27,500	27,500	....	"	"
Tonawanda	1832	399,938	.....	....	399,938	399,938	31.50	40,072	....	....	40,072	20,474	19,598	"	"
Total		5,939,710	267,500	8,000	6,215,210	6,145,210	259.45	585,927	38,529	29,295	653,751	398,470	254,281	182,772	18

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,488	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	....	....	....	....	....	....	....	....	....
.. ..	....	....	....	26.1	....	....	....	Tennessee and Ala. Central	....	....	....	....	....	....	....	....	....	....	....	....	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	....	....	....	....	....	....	....	....	....	....	....	....	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	440,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	....	....	....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	984,000	10,463	3,932,432	72.0	314,763	723,460	204,134	10	125½
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	....	....	....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	787,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
.. .. 59	154.2	—	....	—	....	....	....	*Florida*	....	....	—	....	....	....	....	....	....	....	....	—	....
30 Apr. '58	—	—	....	45.1	....	....	....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	....	*Pensacola and Georgia*	....	....	—	....	....	....	....	29.4	....	....	....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	....	....	—	....	....	....	....	30.0	....	....	....	—	....
31 Dec. '57	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	....	.....	....	31.0	....	....	....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,638,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	106½
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	63½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
.. .. '58	138.0	—	....	75.0	....	....	....	Chicago and Northwestern	....	....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,051	7,543,104	228.4	.....	1,407,846	629,029	—	64½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,389	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	62½
.. .. '57	175.0	—	....	—	....	....	....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	59
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	....	....	—	....	....	....	....	....	....	....	....	—	....
.. .. ..	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	....	....	—	....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	....	129.0	—	—	—	Peoria and Hannibal	....	....	—	....	....	.....	.....	....	....	....	....	—	....
.. .. '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	—	—	—	Rock Island Bridge	....	....	—	....	....	....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	....	....	—	....	....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	936,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	38
31 Dec. '58	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,906	92,859	—	....
31 Aug. '57	78.0	—	....	—	....	....	....	Jeffersonville	1,859,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,787	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	....	....	—	245,000	755,000	.....	.....	....	....	....	....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	543,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	....	....	....	....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.6	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	—	70.2	—	—	....	Maysville and Lexington	....	....	—	....	....	....	....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	....	....	....	....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	....	....	....	....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	208.0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,839,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	....
31 Aug. '59	21.0	—	....	168.0	....	....	....	*Vicksburg, Shreveport & Texas*	929,418	*	—	$32,922	$6,744	$0,384	$92,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	428,791	545,741	150,228	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	—	—	—	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,023	6	97½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	72½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	15½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,795	8	104½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,409	83.1	540,372	860,119	394,475	8	110
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	109½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	71
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,795	ope	rat. by	Eastern	11,663	—	63½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	100
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.5	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	6	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,764	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	.....	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	14½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	112½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	149,962	—	1,141,000	194,500	862	1,463,409	45.7	179,490	216,444	94,244	4	56
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	.....	.....	.....	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	.....	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,035	144,270	—	.....
... ...	...	...	...	...	...	...	...	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ...	...	...	...	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	47½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,490	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	11½
... ...	...	...	...	89.8	...	...	...	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
... ... '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
... ... '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
... ... '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
... ... '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
... ... '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	225,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
... ...	...	...	...	.....	...	...	...	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	.....	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	292	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	106,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	57
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Mass.	.....	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	.....	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	96½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	54½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,300	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,872	10	103½
... ... '59	—	—	—	—	—	—	—	Long Dock	1,000,000	.....	—	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	63.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,832	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,844	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	$ 95,000	287	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	.....	—	216,794	.....	56,582	.....	.....	.....	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085						.....
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457					—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	41
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....					—	.....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....					—	.....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	78½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	16½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,026	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489					—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	164,752	3	.....
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	120,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	.....	70,860	364,072					—	.....
								OHIO.													
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....					—	.....
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	.....	332,228	146,812	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	66
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	590,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	111
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	663,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	28
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	84
31 Dec. '58	72.0	—	.....	72.0	.....	.....	.....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86½
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	891,957	312,441	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	100.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	900,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	.....	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	.....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,900	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	433,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,309,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & R.	.....	—	.....
1 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
0 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,961	366,997	.....	3,155,828	2,787,000	377,818	6,320,638	55.7	.....	847,302	188,398	—	86½
1 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,862,355	2,231,617	—	75
0 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
0 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
0 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	42
1 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
0 Oct. '59	98.0	6.0	.....	—	31	60	437	Phila., Wilmington and Balt.	7,783,786	*	75,962	5,600,000	2,498,425	370,073	8,468,512	—	11 mos.	1,086,168	437,499	6	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,359,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,847	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	493,550	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,801	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,463	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156.264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,990	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	87,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r. b. Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	—	—	—	—	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,094	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644.000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	196.0	304,195	652,405	382,698	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	62,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	38	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,945	—	9½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121.401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	8	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37.081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254.539	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	3,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,923,444	1,000,100	13	148

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	528,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	83
" "	700,000	6	1880	89
" "	1,128,500	6	1875	83
" "	1,000,000	6	1867	----
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '65)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	----
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. 1 60, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,600,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	91½
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92½
2d Mortgage	950,000	---	1880	84½
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	93
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	67
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	72½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	72½
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	62½
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	71
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connecti't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
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------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'68	92
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
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------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	82½
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	88½
Free Land	3,000,000	7	1850	98½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		9
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	268,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	47
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	30
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,380	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	8,000,000	6	1883	86
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97
2d Mortgage	1,000,000	7	1864	94
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1860	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		79
2d Mortgage	461,378	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Conetruction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	166,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1896	67½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement:	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1965	
Platte County:				
State (Mo.) Loan	300,000	6	1875	
Potsdam and Watertown:				
1st Mortgage	800,000	7	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	96
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	256,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----------	---	------	65½
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18
2d Mortgage	----------	---	------	----
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, May 5, 1860.

Railroads in New York.

We give in another column a statement, the first of a series, showing the share capital, debts, costs. earnings, etc., etc., of the Railroads of New York, commencing with the roads first opened, to be brought down to the present time. Having the means of presenting an historical view of the roads of the State, we believe we cannot fill our columns with more valuable matter, for one of the surest tests of present value of a road is its past history.

Milwaukee and Mississippi Railroad.

The committee of bondholders of this company have recommended the adoption of the following plan for the re-organization of this company. The plan is substantially as follows:

First mortg. on 1st section, 8 per cent.	$600,000
First mortg. on 2d section, 8 per cent.	647,000
Mortgage to Waukesha, 10 per cent.	74,000
Total	$1,321,000

The foregoing and accrued interest may be converted into 8 per cent. first preferred stock, or receive new sheets of coupons, at the option of the holders, running 10 or 15 years, bearing 8 per cent.

First mortg. on 3d section, 8 per cent.	$2,037,000
First mortg. on Southern Wisconsin, 8 per cent.	346,000
Total	$1,383,000

The holders of the foregoing are to receive 8 per cent. first preferred stock for the principal and accrued interest, and, with the holders of the Second mortgages, as stated below, may take the control of the road.

Second mortgage 10 per cent. bonds	$600,000

The holders of the above are to receive Second preferred 8 per cent. stock for principal and interest, and, with the first preferred stockholders, will manage the road, elect directors, etc.

Second mortg. on the Southern Wisconsin Line to the city of Milwaukee is	$300,000
Third mortgage on the whole line, 7 and 8 per cent.	395,750
Total	$695,750

The above, with accrued interest, to be converted into Third Preferred 7 per cent stock. A fourth class of stock, called Common stock, to be issued in discharge of all the stock now outstanding, and including Farm Mortgages unsecured indebtedness against the road. Under this organization, as authorized by a late law of the State of Wisconsin, the income of the road is to be appropriated as follows:

First: Pay running expenses.

Second: Pay interest on mortgages outstanding.

Third: Pay 8 per cent. on first preferred stock.

Fourth: Pay 8 per cent. on second preferred stock.

Fifth: Pay 7 per cent. on third preferred stock.

Sixth: The surplus, if any, to be employed in sinking the preferred stock to three millions, or until its value has reached par in New York.

Seventh: Whenever these conditions are reached, the surplus shall be invested in the purchase of the common stock, until the whole capital stock, both preferred and common, shall be reduced to six millions.

Eighth: When the capital stock shall have been reduced to six millions of dollars, and the road shall have earned a dividend on that amount in any one year, equal to 7 per cent. dividends shall be declared on all the stock, instead of sinking the shares.

Notices of Books.

"STRENGTH OF MATERIALS." By J. K. WHILDIN, C. E., Washington, D. C.; pp. 62, octavo. D. Van Nostrand, 192 Broadway, New York.

This is a small volume, compiling, in a convenient form for reference, the results of various experiments on the strength of materials, the records of which have heretofore been so scattered as not always to be obtainable. It contains many useful tables and formula from both old and new experiments, and the authorities are given. It is illustrated by diagrams and cuts. We hope this is but the beginning of a comprehensive collection of such data, for nothing is more required by the engineer and the mechanic, than a thorough "aide memoire" of this kind. The publisher's advertisement will be found in our advertising columns.

Michigan Southern and Northern Indian Railroad.

The following is a correct list of the new board of directors elected on the 25th ult.

Albert Havemeyer, Allan Campbell, Jonathan H. Ransom, Henry Keep, Milton Courtright, New York; Elisha M. Gilbert, Utica; Hamilton White, Syracuse; Nelson Beardsley, Auburn; William Williams, Buffalo; Stillman Witt, Cleveland; John S. Barry, Constantine Michigan; Philo Morehouse, Elkhart, Ind.; Martine L. Sykes, jr., Chicago.

The above are mostly new members. At a subsequent meeting of the new Board of Directors, E. M. Gilbert was chosen President, and M. L. Sykes Vice-President. J. D. Campbell was re-appointed Superintendent.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 2nd May, 1860, were as follows:

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 2.	W. 2.
FEDERAL STOCKS:—						
U. S. 5s, 1874	103	103½	----	----	103	----
STATE STOCKS:—						
California 7s	----	90½	----	----	90	90½
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	89½	----	----	----
Kentucky	----	----	103½	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	102	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri	83½	83½	----	83½	83½	83½
New York 5s, 1874	----	----	101	----	----	----
North Carolina 6s	----	----	----	----	96	96½
Ohio 6s, 1870	----	----	----	----	----	----
Tennessee 6s, 1890	----	91½	----	----	91	----
Virginia 6s	93	93	----	93	93	93½
RAILROAD SHARES:—						
Chicago and Rock Isl.	64½	65	64½	64½	65	65½
Clev., Painesv. & Asht.	112	----	----	----	----	112
Clev. and Toledo	29½	29	29	28½	27½	28½
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	63½	64	63½	63½	62½	63
Hudson River	41½	41½	41½	41½	41½	41½
Illinois Central	59½	60	59½	59½	59½	59½
Michigan Central	48	48½	48	48	48	47½
M. S. and N. I. guar'd	24½	24½	23½	23½	22½	23
M. S. and N. I.	12½	12½	12½	12½	11½	11½
New York Central	79	79	79	79	78½	78½
New York and Erie	16½	17	16½	16½	16	16½
N. York and Harlem	13	12½	12½	12½	12½	12½
N. Y. and H. "pref."	37½	38½	38½	38	37½	37½
Panama	137½	141	141	144	144	144½
Phila. and Reading	42½	42½	42½	42½	42½	42½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	98	98½	----	----	----	----
Cumberland Coal Co.	----	14½	----	14½	14½	14½
Pennsylvania Coal Co.	----	----	83½	----	----	----
Pacific Mail S. S. Co.	104½	105½	105½	105½	105½	105½
Canton	21½	21½	21½	21½	21½	21½
Brooklyn Water W'a	----	102	----	----	102½	

The following are the closing prices in the London Market on the 21st April:

United States 5 p. c. red. '74	91¼	to	92¼
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	79	to	80
Do. do. Fr. L'd red. '60.	89¼	to	90¼
Do. $100 shares; $60 p'd.	42	to	42
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	82	to	84
Do. do. 1st mortgage (sinking fund), 1882	82	to	84
Do. $100 shares	35	to	40
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	55	to	65
Do. $100 shares	8	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	68	to	70
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented.	69	to	71
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented	10¾	to	11¼
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling.	89	to	91
Do. $50 shares	37	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	15	to	20

New Invention in Street Railways!!!

We took occasion a few weeks ago to call attention to a remarkable and characteristic discovery made by the *Railway Review*, viz: that a car, having wheels of unequal diameter, on the same axle, would be an improvement on one having wheels of the same size, (see article in *Railway Review* of Feb. 16th, headed, "Bartholomew's Reversible City Rail,") and we proposed to join in the exultation consequent upon the invention of so wonderful a contrivance for—*getting off the track*. Our neighbor, however, says we "overlooked" one important feature of the invention, viz: "the fact that one of Bartholomew's wheels is to run loose on its axle." The omission of a feature of the *invention*, without which the *Review* virtually admits the machine would operate precisely as we stated, is quite as remarkable as the invention itself.

We have carefully looked over the description and drawings which were published in the *Review*, and we are not willing to admit that we have "overlooked" *anything*, for we don't see a word said about this important feature.

The *Review* has, no doubt, "overlooked" the fact, that during the past ten years, at least twenty different plans for independent wheels have been patented, and that none of them have yet been found to succeed. We remember a contrivance of this kind, which the good nature of the managers of the Erie Railroad induced them to try several years ago, but not without many misgivings. However, to make the thing stay *on* the track, they put it in the middle of a freight train, so that it was *steered "fore and aft."* It behaved very well for a while, so long as the train was on the up grades; but as soon as a descent occurred, and the car was relieved from the tension of the draw irons, it bolted, carrying with it everything in the rear.

We looked upon this "reversible" invention, so elaborated by the *Review*, as most skillfully adapted to run *off* the track; but we must now acknowledge that it was not so perfect as we at first thought—for, without the independent wheels, it would *only run off on one side*. It required the new feature which the *Railway Review* has just thought of, to perfect it, *and it will now run off with equal facility on either side.*

We now propose to laugh with our neighbor on *both* sides of the mouth, and to invite the "*London Artisan*" to join us, as according to the *Review*, all the "absurdities" of the JOURNAL are copied from that paper.

Lightner's Patent Railroad Axle-Box.

In the U. S. Circuit Court, a suit against the Second Avenue Railroad Company of this city, for the infringement of this patent, has just been terminated by a verdict against this company, for the amount claimed and cost. The validity of the patent was vigorously attacked by the defendants, but was fully sustained by the Court. In the defence were associated several eminent lawyers, acting in behalf of other companies.

Forrester's Patent Day and Night Shifting Car Seat.

We have no hesitation in calling the attention of Railroad Companies to this seat as more nearly approaching the desideratum of comfort than anything that has yet come to our notice. The *seat* per se is so arranged that a passenger can give it any desired inclination, and the back may be set at any angle between a perpendicular and a level. Under each seat is arranged a series of folding cushions, which are used by the passenger in the next seat in the rear. By a very simple process these are opened and spread out in connection with the seat, so that a passenger may adjust his couch in any desired form, and with any desired number of angles to suit the requirements of his tired frame. He has, in fact, an adjustable invalid chair at his command. As a day seat the folding cushions underneath give a rest for the feet, and can be adjusted to meet every emergency of length of limb.

The most comfortable arrangement of these seats in the car, is in three single lines with two aisles or passage ways, each passenger thus having a seat entirely to himself. Practically as many passengers would be carried in such seats as in double seats for every one seeks a seat by himself, and when possible occupies at least two, and oftentimes four. On the wide gauge cars, the proper arrangement would be a single row of seats on each side and a double row in the middle, with the two passage-ways. But they may be used with the double seats on each side, where deemed expedient.

The cost for the double seats is $35; for the single seats, $20 each. In these days of competition, our railway companies are beginning to recognize the necessity of giving their passengers something more than the sharp corner of a mahogany plank to lean their elbows on, and of covering the heads of the screws, with which it has heretofore been customary to torture them.

"Night cars" have been provided, in which, for a half dollar extra, the deluded traveler supposes he can sleep. But the straight hard cushions and the diminutive pillows are never used the second time, even if the passenger survives the foul and stifling atmosphere of one of these "black holes." What is needed is not a "sleeping car," but a car provided with luxuriously cushioned seats, so constructed that their form may be changed, and the passenger be allowed to relieve himself from one fixed and inevitable position. Forrester's seat seems to fulfill the most rigid requirements, and we recommend it to the attention of our railway companies. It can be seen at the Railway Agency establishment of Gilead A. Smith, No. 207 Broadway, corner of Fulton Street.

Warwick Valley Railroad.

The Warwick Valley Railroad, a branch of the New York and Erie Railroad, extending from Chester to Warwick, is to be constructed immediately. The contract has been taken by A. P. ROBINSON, Esq., of this city, and THOS. EDSALL, Esq., of Goshen.

These gentlemen undertake to engineer and construct the road, finishing everything required. From the well known reputation of the first as a Civil Engineer, and the experience of the last as a contractor, the company have the best possible guarantee of the prompt and faithful fulfillment of this contract. The route is through one of the most populous and fertile valleys in the State. The whole line completed and in operation will cost less than $175,000, and no doubt is entertained but that the road will be remunerative. The citizens of Newburg have taken much interest in it, as it is, in fact, an extension of the Newburg branch towards the New Jersey line.

Charleston and Savannah Railroad.

The completion of this road to the Savannah river is announced in the Savannah papers. It was opened through, and the trains commenced running on the 20th ult. The whole distance from Charleston to the river is 89 miles. Until the completion of the bridge, and the remainder of the track leading into the city is completed, passengers will be conveyed to Savannah by steamer. The distance by water is some 16 miles, occupying about one hour. We learn that the work is considerably advanced on the south side of the river, and will doubtless be completed by the time the river is bridged, which it is thought will occupy about a year more. The distance will then be reduced to about 13 miles—making the entire distance from Charleston to the Central Railroad depot in Savannah, 102 miles.

A pretty full account of the bridge has been given in a recent number. It is being constructed by the *Trenton (N. J.) Locomotive and Machine Manufacturing Company*. When completed, it will be one of the finest structures of the kind in the country.

We believe there is but one other bridge of the kind in the United States—that over the Pee Dee, on the line of the Wilmington and Manchester Railroad, a full description of which was given in the report of Col. Walter Gwynn, which was published entire in the JOURNAL of May 6, 1854. The cylinders, engine, air pump, etc., in this instance, were supplied by the *West Point Foundry*, Cold Spring, N. Y., of which R. P. PARROTT, Esq., is the principal.

Contracts for two bridges, with foundations constructed in a similar manner, are to be built over the Mobile and Tensas rivers, on the line of the Mobile and Great Northern Railroad, contracts for which are already given out. The tubes in this case, as mentioned in our last issue, are to be sup-

plied by Messrs. JOHN ROGERSON & Co., New Castle upon Tyne.

The great advantage in the use of cylinders, sunk, by the pneumatic process, in localities that forbid the laying of foundations in the old way, without great expense, must soon bring it into general use.

Detroit, Monroe and Toledo Railroad.

At the annual meeting of this company, held at Monroe, the following directors were chosen for the ensuing year: Ransom Gardner, T. G. Cole, Henry H. Brown, Nelson Beardsley, J. H. Ran som, E. M. Gilbert, M. L. Sykes, jr., J. S. Barry, H. Keep, Philo Morehouse and Stillman Witt.

The directors, at a subsequent meeting, elected the following officers; President, E. M. GILBERT: Vice-President, M. L. SYKES, jr.; Secretary and Treasurer, HENRY H. BROWN.

Large Caloric Engine.

The Bordentown Machine Company have recently completed a first-class sugar-cane mill for a gentleman of Cuba, which is now being attached to a twin 48-inch Ericsson caloric engine, manufactured by the Newark Machine Company, at their words at Newark. This is the largest caloric engine yet made of the new pattern, and is supposed to be powerful enough to do the work of the largest plantation. The twin 32-inch engine has been found in practice adequate to answer the purposes of the ordinary planters.

Androscoggin Railroad.

A meeting of the bond holders of the Androscoggin Railroad, was held in this city on Friday and Saturday last.—The holders of about two hundred thousand dollars of these bonds were present. Hon. William Willis was chosen Chairman, and Mr. Joseph Isley, Secretary. A report was received and read, made by Jabez C. Woodman, Esq., who had been appointed by the bondholders to examine the affairs of the road. The officers and directors of the road were present, and after a full conference in the matter, an amicable arrangement was made to the following effect. The directors agreed to appoint a party satisfactory to the bondholders to receive the net earnings of the road, which are to be applied to the payment of certain debts due for iron on a portion of the road; and the bondholders on their part, consented to wait three months before proceeding to take possession of the road. Meantime a stockholder's meeting is to be held and negotiations completed to extend the road either to Gardiner or Bath, it being understood that the interest on the bonds is to be paid before the road is so extended.—*Portland Adv.*

Cincinnati and Chicago Railroad.

This road was sold on the 28th ult. at Commissioner's sale, by order of the United States Court, upon application of the English bondholders. The road was bid off at $30,000. The purchasers were Pierre Choteau, Jr., F. C. Gebhard, U. A. Murdock, John H. Thompson, and Henry Morgan.

According to a statement recently put forth by the Vice President of this company, the stock issued amounts to $3,000,000, which, together with the bonded debt and over-due interest and the floating debt, makes an aggregate of over $6,000,000 indebtedness upon 108 miles of road, most of which is not ballasted, and the whole imperfectly stocked. This would give a total expense of about $60,000 per mile. A cash basis, or something near it, would not have been over $15,000 per mile.

That portion of the road between Logansport and Valparaiso is all graded and ready for the iron from the latter point to the Cass County line. That portion in Cass County can be completed, according to the Engineer's estimate, for $12,000. We understand that it is the intention of the company to commence the laying of the rail at Valparaiso, and to have the portion in Cass County, together with the bridge over the Wabash at Logansport, completed by the time the track-laying shall have reached Cass County.—*Cin. Inq.*

Henderson and Nashville Railroad.

We understand that a contract for building ten miles of the Henderson end of this road has been let to Messrs. Sebree & Campbell at $90,000—the company to have the road graded and ready for the iron. Five miles are to be finished in five months and the other five in October.

Branch Road from Temple to Tuckerton.

A very pleasant excursion over the East Pennsylvania Railroad, took place on Wednesday last, with a view of inspecting the line, and especially noting the proposed branch road from Temple to Tuckerton, connecting the Schuylkill and Lehigh Valleys, thereby affording greatly increased facilities for the transportation of coal from the Schuylkill region to the great centre of commercial enterprise—the city of New York.

The excursionists, consisted of several of the leading coal operators, manufacturers, bankers and business men from Schuylkill, Berks, Lehigh and Philadelphia, including representative of the press, from Reading, Allentown, Pottsville, Minersville, etc.

The first stopping point was at the Temple Station, about six miles above Reading. It is at this point that the branch road is to diverge from the main line, and connect with the Reading road, at Tuckerton Station. The distance across is something less than two miles, over a level country, that will require little labor or expense in the way of grading and preparing the track. This branch, which is already surveyed, will cost only $25,000, while the estimates of the proposed Auburn and Allentown road are a million and half of dollars; though it will probably cost double that sum. When we add that the advantage in point of, distance is only 12 miles, or about half an hours running in favor of the Auburn and Allentown, the great folly of completing that expensive work will be sufficiently apparent. All the gentlemen present were impressed with the superior claims of the branch road, and gave it their hearty endorsement.—*Reading Journal, April* 21.

The Montgomery and Pensacola Road.

We find the following letter from the distinguished President of the Alabama and Florida Railroad in the Pensacola *Observer*.—The Pensacola papers have been in some tribulation about a rumored agreement between that and the Great Northern road, to delay the connection with Pensacola, until our road had effected a junction. We always knew that this arrangment had no existence except in the fears of the Pensacolians, but Mr Pollard's letter, besides contradicting this idle rumor, contains matters of interest to our community.

MONTGOMERY, April 9th, 1860.

Dear Sir: I have noticed recently some fears expressed in Pensacola, that the completion of our end of the Alabama and Florida Railroad is to be delayed, by an understanding with the Mobile and Great Northern Railroad Company, and that the two roads, that is, our end of the Alabama and Florida road, and the Mobile and Great Nothern, will be completed and opened about the same time, so as to take from Pensacola any advantage that might be derived by an earlier railroad connection of that place with Montgomery.

No such understanding exists between the two companies, or has ever been even suggested. An arrangement has been made that the two companies shall form a junction at some eligible point, between Fort Crawford and the Florida line, so as to transfer passengers and teams over our freight cars to go through without breaking bulk—and have agreed to place the freights and passengers, each of the other, upon the most favorable footing.

When this arrangement is put in operation, I shall propose to your company to run up your trains, both freight and passenger, to the same point, so that at the same time, and under a common passenger depot, we may transfer to both roads at the same time; until then we shall exchange with you at the Florida line, or make such arrangement as may be satisfactory to your company.

If your could have completed your end of the road by the 1st instant, I could have given you the connection with Montgomery by the 1st day of January, 1861. I fear now you will not get any of our iron up before the 1st of June—and I cannot complete our end of the line before the 1st of April, 1861.

We have ready for transportation 800 tons, as you know; by the time this reaches you I hope two first class locomotives, shipped from Philadelphia on the 17th ult., will be safely in and landed on your wharf, and that the iron work for a train of freight cars, which we shall build in Pensacola, will not be many days behind.

I will close my iron contracts by the 1st of May, and I have so longed delayed doing so only to save the interest, for we have been exceedingly fortunate in making sales of our bonds as we have needed the money, *and always at par.*

We have iron now laying at our Montgomery depot to complete the road to the 63 mile station, south of Montgomery, and which we expect to open by the 1st day of July.

You may feel every confidence in assuring your friend, if you can complete your road to the State line by the 1st of June so that we can get through our iron, for I purpose to land the remainder at Pensacola, (3,200 tons,) Pensacola and Montgomery will be connected by rail, certainly, by the 1st day of April, *and perhaps sooner.* I am very respectfully, C. T. POLLARD, *Pres't.*

To Major W. H. CHASE, *President, &c.*

—*From the Mobile Register of April 18th* 1860.

St. Joseph and Marysville Road.

The pioneer engine "Albany," the first locomotive west of the Missouri, was put upon the St. Joseph and Marysville Road on the 23rd ult. The "Albany" was procured from Eastern companies by the first road west of Albany, and has been the engine on each road in the chain. It has been extended westward until it now stands upon the first section of the Central route to the Pacific.—

REMOVAL.

THE subscriber respectfully informs his friends and the public that he is about to remove to his new building **No. 24 Columbia st.**, where he will be prepared to furnish



Hydraulic Jacks,

of from 4 to 150 tons lifting power. PULLING JACKS of different sizes. **Hydraulic Presses** with Platens. Hydraulic PUNCHES for punching from ⅜ to one inch holes through iron one inch thick.—**FORCE PUMPS** for Hydraulic Presses for testing tubes, cylinders, etc., as high as 20,000 lbs. to the inch. **STEAM CARRIAGES** for good hard roads. SQUIRTING OIL CANS, ect. All orders must be addressed to

RICHARD DUDGEON,
No. 17 Goerck st., N. Y.

AUCTION SALES.

AUCTION SALE

Of Locomotive Builders' and Machinists' Tools, IN ALEXANDRIA, VIRGINIA.

ON WEDNESDAY, MAY 23rd, 1860, commencing at 10 o'clock, A. M., (no postponement on account of weather,) will be sold the entire stock of STEAM ENGINES, TURNING LATHES, PLANERS, BORING MACHINES, DRILL PRESSES, STEAM HAMMER, PATTERNS, etc. etc., comprising the entire outfit of the extensive Locomotive and Machine Manufacturing Works of the late firm of SMITH & PERKINS.

Printed lists giving description of Machinery to be sold, with terms of sale, will be furnished on application by mail to

8t18 JAMES P. SMITH, Trustee.

ENGINEERING WORKS.

LYONS' TABLES.
To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

Sheet No.			Sheet No		
1.	General Table for all Bases and all Slopes.		13.	for Base 18 ft. Slop.	1½ to 1
2.	For Side Hill Cuts and Fills.		14.	" 20 "	1½ to 1
3.	Base 12 ft. Slopes	1½ to 1	15.	" 24 "	½ to 1
4.	" 14 "	1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 "	½ to 1	17.	" 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
7.	" 15 "	1½ to 1	19.	" 28 "	½ to 1
8.	" 16 "	½ to 1	20.	" 30 "	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	1½ to 1
10.	" 18 "	½ to 1	22.	" 30 "	1½ to 1
11.	" 18 "	¾ to 1	23.	" 32 "	1 to 1
12.	" 18 "	1 to 1	24.	" 32 "	1½ to 1

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

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FOR SALE AT LOW PRICES.

PROPOSALS FOR PILING.

PROPOSALS will be received until Thursday the 10th day of May next, at the office of the Staten Island Railroad Company No. 2 Bowling Green, for piling about three hundred feet of their road at the Eastern terminus. Plans, specifications and all necessary particulars, will be furnished at the office, or by the Engineer on the Island.

L. O. BRUYN,
1t Engineer Staten I. R. R.

NOTICE TO Railroad Contractors.

SEALED PROPOSALS will be received at the office of the West Jersey Railroad Company at Woodbury, Gloucester County, New Jersey, for the Grading of a Railroad from Woodbury to Glassborough (a distance of 10 miles) until Thursday, the 10th of May, 1860.

Also at Bridgefon; for the Grading from Bridgeton in Cumberland County, to Pittstown in Salem County (a distance of 10 miles) until Thursday, the 17th of May. 1860.

Also at Glassborough; for the Grading from Pittstown in Salem County, to Glassborough in the County of Gloucester (a distance of 10 miles) until Thursday, the 24th of May, 1860.

Profiles, Plans and Specifications of the work may be seen at the Engineer's office in Woodbury, for the First Division; at Bridgeton, for the Second Division; and at Glassborough, for the Third Division, three days before the letting of each Division.

4t17 WM. COOK, Engineer.



PORTER'S IMPROVED CENTRIFUGAL GOVERNOR.

THE ATTENTION OF PARTIES TROUBLED WITH IRREGULAR OR UNsteady power, is respectfully called to this Governor now coming into general use.

It may be used in connection with any valve or cut-off, and will regulate the motion of the engine so perfectly, that its entire load may be thrown on or off at once without sensibly affecting its speed.

I will send a Governor to any responsible person for trial, and if its action is not perfect under the above test it may be returned.

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10,000 pounds Patent Seamless COPPER TUBES, manufactured by a new patent process.

10,000 pounds Patent Seamless BRASS TUBES, manufactured by a new patent process.

Two inches outside diameter, suitable for Locomotives, or any purpose for which a perfect tube is desirable.

Warranted pure and free from any brazing.

For sale low. Apply to

THE HAMILTON MANUFACTURING CO.,
4t16 No. 76 Cedar st., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
New York, March 29, 1860.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held this day, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, be, and the same is hereby called, payable on the 15th day of May, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. ROBERT BENSON & Co.; and that parties desiring to pay their instalments in London, may pay the same, at the rate of four shillings two pence sterling to the dollar.

Resolved, That the Transfer Books be closed on the 10th day of May, and re-opened on the 15th, and that no transfers be permitted after that date, of shares upon which such assessments shall not have been paid.

Resolved, That interest at the rate of seven per cent. per annum be allowed upon all assessments paid previous to the 15th of May, and charged at the same rate upon all assessments paid after that date. By order of the Board.

A. E. BURNSIDE, Treasurer.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 40 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of the Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting, held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,268,500. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

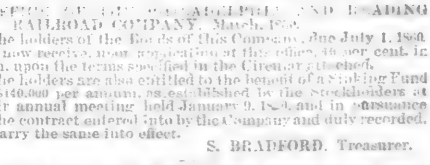
A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

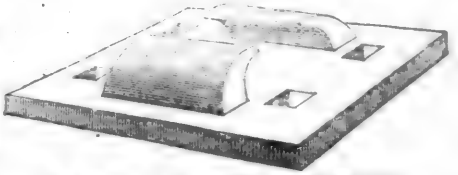
By order of the Board of Managers.

2m15 W. H. McHENNY, Secretary.

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With continuous lips, made to fit exactly the flanges of the rails.
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The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drippings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from $1.25 to $3.50 per doz., according to size.

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In no case has it failed to meet the approval of the consumer.

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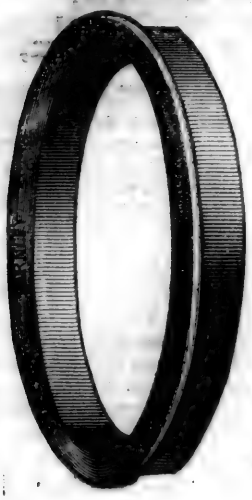
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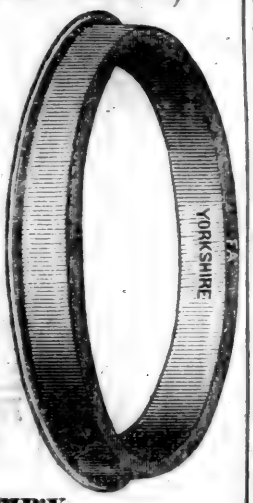
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IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

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Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

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These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —35, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

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THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

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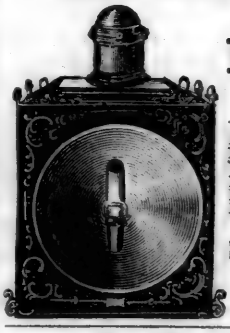
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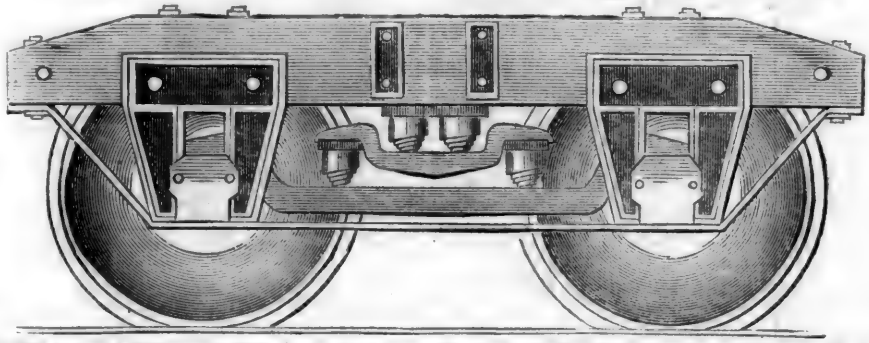
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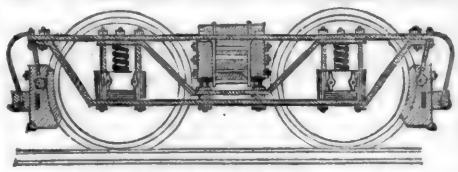
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**



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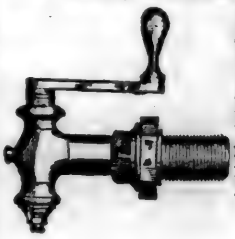
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XVI., No. 19.] SATURDAY, MAY 12, 1860. [WHOLE No. 1,256, VOL. XXXIII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Victoria Bridge.....389
Morris Canal and Banking Company.....390
Steam Fire Engines.....391
Pittsburg, Fort Wayne and Chicago Railroad.391
Mississippi, Ouachita and Red River Railroad.393
Taxation of Corporations; Principal Office of; Where situated.....393
Railroad Connection with Delaware.....394
Atlantic and Great Western Railroad....404, 394
Cincinnati, Hamilton and Dayton Railroad...394
Tulpehocken and Swatara Railroad.....395
Pacific Railroad.....395
Millville and Glassboro' Railroad.....395
Quakake Railroad.....395
Texas and New Orleans Railroad.....395
Dubuque and Pacific Railroad.....396
Cost of Transportation on Railroads.....404
Philadelphia and Reading Railroad.....405
Lehigh Coal and Navigation Company.....405

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 12, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 371.)

Mr. Brunel while recommending the lengthening of the spans as making a great saving in the cost of the bridge, at the same time discussed the propriety of adopting the principle of continuity upon which Mr. Stephenson had remarked in his report as follows: "The Victoria Bridge has *not* been designed upon the principle of continuous beams, for various practical reasons, including among others the great disturbance which would be caused by the accumulated expansion and contraction of such a continuous system of iron work, in a climate where the extremes of temperature are so widely apart."

What the *other* "practical reasons" are does not appear. The tubes of the Britannia Bridge are continuous for their whole length—1,513 feet. It seems that the *other* "practical reasons" did not exist there. Mr. Stephenson admitted the advantage of this principle in the case of the Boyne Bridge, where he says: "In fact this principle changes the *three* spans into *five* spans. * * In effect shortening the span of 264 feet to 174."

The principal difficulty in Mr. Stephenson's mind must have been that due to contraction and expansion.

The Britnania tube is fixed at the middle of its length, all the other bearings being upon metal balls, permitting each half to contract and expand, and it was estimated that with the ordinary range of the thermometer the extreme movement of each half would be about 6 inches.—The change in the length of a bar of malleable iron, produced by a change of one degree of temperature is about $\frac{1}{13000}$ths., of its length.

For a difference of 150°, which certainly is more than the difference between the extremes of temperature at Montreal, the change would be one foot in one thousand. If therefore, the Victoria tubes had been constructed in lengths of four spans, fixed at the centre, the extreme movement at each end would not have been more than six inches. With piers *feet thick on top, there certainly was no danger of their contracting so as to leave their bearings.*—This arrangement would have changed the four spans into seven. Surely here was an opportunity for a saving of material not lightly to be passed over, or if the material in the tubes is now so thin that "as a question of durability altogether apart from strength," they could not be made lighter, then at least the spans might have been made much longer without any increased weight per foot, and thus a *greater* saving than I have estimated might have been made by increasing the spans and lessening the piers.—It is not to be presumed that the bridge could have been well connected in one continuous tube. The contraction and expansion due to the whole length would have been 3 feet at each end.—Mr. Brunell says: "If the tubes were formed in setts of four each, fixed to the piers at the centre and rolling upon the others, I should not apprehend any difficulty from the contraction and expansion. It would not be greater (or very little so) than at the Britannia Bridge, and the effects of the inclined plane would be obviated by making the rolling surfaces horizontal."

It is difficult to see why a movement of 6 inches is *any more* objectionable in the Victoria Bridge than in the Britannia Bridge.

Mr. Brunel considered "that if the tubes were made continuous to this extent, a very *slight addition* to the quantity of iron, with a slight modification of the relative thickness of the plates at different parts, the spans will allow of being increased to from 242 to 295 feet," and he "would not hesitate to recommend extending them to 320 feet. By the first, three piers might be dispersed with. By the second four, and a saving effected of from £50,000 to £60,000."

Mr. Liddell says: "no bridge of any importance has hitherto been constructed of plane girders except on the principle of continuity; and why this principle has not been adopted in the design for the Victoria Bridge it seems to me difficult to reconcile with any "practical reason."

He considered that a saving of 40 per cent. of material might have been made; and he says: "Why Mr. Stephenson, who had an opportunity of appreciating the value of the principle of continuity at the Britannia bridge, should have so lightly abandoned it in this case it is difficult to conjecture." What is more astonishing to engineers who have examined the bridge, than almost anything else, is that this principle should not have been applied, at least, to the centre spans of 330 feet. The other spans *are* in pairs while this, 90 feet longer than any other, is left entirely alone.

The comparisons I have made, have necessarily been made on Mr. Ross' figures of cost, and, therefore, so far as pounds, shillings and pence are concerned, are more unfavorable to the tube, perhaps, than they would have been at such prices for this work, as it ought to have been executed for. Had the masonry of this bridge been subject to public letting, there is not a builder in the United States that would have dared to tender at a higher rate than 17 dollars per cubic yard, for fear of being ridiculed as not understanding his business. The stone was obtained within a few miles, and the transportation for the entire distance was by canal and rail. That this price was sufficient, may be inferred from Mr. Ross' report, where he estimates the value of the masonry, excluding foundations, at 2s. 6d. per foot, or £3 7s. 6d. per yard, and from the fact that the masonry in the Britannia and Conway bridges cost but about two shillings per foot. If the same margin

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PRINCIPAL CONTENTS.

Victoria Bridge 1
Morris Canal and Banking Company 2
Steam Fire Engines 2
Pittsburg, Fort Wayne and Chicago Railroad 2
Mississippi, Ouachita and Red River Railroad 2
Taxation of Corporations—Principle Objected 2
Wisconsin and 3
Railroad Connection, Wilmington and Delaware 3
Albany and Great Western Railroad 3
Cincinnati, Hamilton and Dayton Railroad 3
Pacific Railroad 3
Milwaukie and Mississippi Railroad 3
Quincy Railroad 3
Lexington and New Orleans Railroad 3
Dubuque and Pacific Railroad 3
Cost of Transportation on Railroads 3
Philadelphia and Reading Railroad 3
Lehigh Coal and Navigation Company 3

American Railroad Journal.

New York, Saturday, May 12, 1860.

Victoria Bridge.

Mr. Brunel while recommending the long [illegible] ing of the spans as making a great saving in the cost of the bridge at the same time discussed the property of adopting the principle of continuity upon which Mr. Stephenson had remarked in his report as follows: "The Victoria Bridge has been designed upon the principle of continuous beams, for various practical reasons, including [illegible] be caused by the accumulated expansion and [illegible] in a climate where the extremes of temperature are so widely apart."

What the "various practical reasons" are does not appear. The tubes of the Britannia Bridge are continuous for their whole length—1,513 feet. It seems that the "various practical reasons" did not exist there. Mr. Stephenson admitted the advantage of this principle in the case of the Boyne Bridge where he says: "in fact this principle [illegible] the long spans [illegible] over, or if [illegible] [illegible] upon the contraction and expansion [illegible] be greater or less [illegible] would be obviated by making the [illegible] that in the Britannia Bridge.

was provided in foundations as in masonry, of which there is little room for doubt, the *whole of the piers and abutments* should have been built for the following:

84,000 yds. masonry, £3 7s. 6d.	£288,500
Foundations	250,000
Total	£538,500
The actual cost was about	950,000
Difference	£411,500

Now, according to the reports, the cost of the *piers alone below summer level* was more than 50 per cent. in excess of this, or about £640,000. The actual quantity of masonry under water was about 12,800 yards, so that the cost, including foundations, was £50 per cubic yard, or 37 shillings per foot! This is most astonishing, and nothing like it has ever been known in the history of bridge building or any other kind of building. A popular standard for a comparative view of this enormous expenditure, cannot better be shown than in Mr. Liddell's words:

"Now an almost solid mass of cast iron might be sunk on to the rock for such a sum of money. The masonry of the Skerryvore Lighthouse, built on a storm-beaten rock in the Atlantic, off the North-west coast of Scotland, 11 miles from the island of Tyree—the nearest land—an island destitute of any shelter for shipping, to which everything had to be brought; laboring under all the disadvantages of remoteness from markets, inaccessible shores, and stormy seas; the masonry in that work, every stone of which had to be carried in steamers to its place as weather permitted; every stone of which was granite, of expensive form, chiselled to the finest possible joints and beds; so finely fitted, dowelled and cramped, as to make the structure almost a monolyth; the masonry in that work certainly executed under the greatest difficulties on record, and in a manner, I believe, as expensive as any on record, cost but 12s. 6d. per cubic foot. I might go on to compare the work with that of the Eddystone and Bell Rock Lighthouses, in both of which the cost of masonry was considerably lower than in that of Skerryvore; with the foundations of the London bridge, the cost of masonry, in which up to high water level, including coffer dams and all expenses, did not exceed 12s. per cubic foot, though on piles, the head of which are in water of 23 feet depth at low tide, and with a rise of tide of 19 feet, *i. e.*, 42 feet below high water level, or five times the average depth of the Victoria bridge foundations on solid rock. I might go on to compare the work with innumerable other examples, all telling the same tale, and the nearer they approach in similarity of position, telling the tale with more effect. Is it not then preposterous to talk of spending £1 16s. 6d. per foot for even the ashler foundations, placed on the solid rock for the Victoria bridge."

If this is what Mr. Brunel defends as being a "judicious expenditure," it would be a difficult task to define what would be injudicious.

The Graving Dock, in the Brooklyn Navy Yard contains 23,775 cubic yards. The discharging culvert, engine house, and other masonry connected with it, contains 5,250 cubic yards. The material upon which it is built is an almost impalpable sand, which, when saturated with water, became a simi-fluid mould by the slightest current. Borings made to a depth of sixty feet below the level of the foundations found the same material. It was on this material that the coffer dam had to be constructed to exclude the tide, and a foundation prepared to sustain the enormous weight of the superstructure. The pit, which was excavated 37 feet below mean high water, covered an area of over two acres on the top, and over one acre at the bottom. The dam was several times breached by the pressure of water against it, and the irruption of springs in the bottom bringing in large quantities of quicksand, undermined it, and finally made necessary the construction of a new dam outside the first. The same fluid state of the material within, after the water was finally removed, was such as to require its removal in tight vessels. The least depth of the dock is over the mitre sills, where there is 26 feet of water at mean high tide. The whole bottom was driven full of piles, which were sawed off, to a depth of 33⅓ feet below mean high tide, and the earth was removed, as before stated, to a depth of 8⅓ feet lower. The piles were then capped, and the space between the caps was filled with concrete. This was covered with plank, laid closely, upon which were placed another row of timbers, the spaces between which were also filled with concrete. Upon this, the stone-work was built.

It is believed that no modern structure in the world surpasses this in the size of the stone, the accuracy of their workmanship and their durability. All the facing stone was brought from Maine, a distance of four hundred miles, or from Connecticut, a distance of one hundred miles. The interior stone was brought principally from the Highland quarries, a distance of 50 miles.

The mitre sills are immense blocks of granite. The key stone weighed 50 tons before it was cut. Sixteen similar stone form the sills, the smallest of which weighs 13,300 lbs. The masonry is laid up with the English bond, and the facing stones are cut to a joint of 3-16 inch. The most rigid tests were required for the cement. [illegible], with all these difficulties, and with all these requirements, the masonry in this dock, which was designed to be, regardless of expense, equal to any in the world, cost but £300,000, including all expenses of foundations and excavations, or about 9s. 6d. per cubic foot, but little more than one-quarter the cost of the under water masonry of the Victoria bridge, on solid rock.

Example after example might be cited to show how utterly uncalled for and unnecessary was such an enormous expenditure for even the plan which was adopted.

When such work as was involved in the Skerryvore Lighthouse costs but 12s. 6d. per foot—when the work in the Bell Rock and Eddystone Lighthouses cost even less—when the foundations of London bridge, forty-two feet below high water, cost but 12s. per foot—and the Brooklyn Graving Dock, thirty-seven feet below high water, cost but 9s. 6d. per foot, it requires no further proof to sustain the assertion that 36s. 6d. for this masonry is a most preposterous cost. And so with regard to the superstructure, which Mr. Ross puts at £57 per foot, or about £54 per ton. The Britannia tubes, a part of which were built in place at an elevation 60 per cent. higher than the Victoria tubes, and the rest constructed on the land and floated to the base of the piers on immense pontoons, from which they were raised bodily to their position by hydraulic presses, cost but about one-half the price of the Victoria tubes. With every allowance made for transportation of materials to Canada, and the higher cost of labor in that country, £30 per ton would have given a large margin for profit. Our best American boiler plate girders are made by the Portland Company, and placed in position at 6½ cents per pound, or £26 per ton. Surely the Victoria tubes ought not to have cost more.

Now if we take the quantities of work in the Victoria bridge, just as it has been constructed, and apply such values to the different items as beyond any question the work could have been executed for, the following would be the result:

Embankments, 150,000 yds., 50 cts.	$75,000
Masonry, 84,000 yds., $17	1,428,000
Foundations	1,000,000
Superstructure, 7,200 tons, $150	1,080,009
	$3,583,000

—or £716,600, instead of $1,400,000.

(To be continued.)

Morris Canal and Banking Co.

We have received the report of this company for the fiscal year ending Feb. 29, 1860; from which we learn that the canal was opened throughout its entire length, the last week in March, 1859, but that shipments to much extent did not commence till the 2nd week in April. The Navigation was maintained during the entire season with but trifling interruptions, and closed the 2nd week in December.

The income of the company from tolls and rents were $305,537 93, being an advance of $30,518,49 upon the income of the previous year. There has also been received for premium on preferred stock sold during the past year the sum of $8,158 75. The expenses for operating the canal, including repairs to the canal and its works, during the year, have amounted to the sum of $137,635. The report says:

A portion of these expenses, however, should be regarded as extraordinary, as they embrace the cost of bottoming out the canal, including dredging between the Passaic and Hackensack River, and towing the boats around while the work was being done between said rivers.

These expenses and repairs have amounted to about $17,000, and as a like expenditure will not be required for several years to come, the one-half of these extraordinary expenses may be fairly deducted, reducing the cost of ordinary repairs and operating the canal, to the sum of $129,135.

Although these expenses are somewhat larger than those of previous years, yet, when the amount of repairs done, and their necessity and value to the canal and its business are considered, they will be found quite as low as a proper regard to economy would justify.

The results of the year's business, however, are extremely gratifying, for while so much has been done to give increased capacity to the canal, and provide for its growing business, the next earnings have been sufficient to pay the interest on the Bonded debt, the unusual dividend on the Preferred Stock, and $4 a share upon the Common or Consolidated Stock, being equal to about 8 per cent. per annum upon its present market value.

There has been expended since the last annual Report, in the permanent improvements of the canal and its works (including the outlay at Jersey City) the sum of $149,478 30.

These expenditures were required in completing the two inclined planes in progress of construction at the date of the last annual report; in the construction of two new planes, and in changes

of a third to make it conform to the others on the line; in building a new lock where the canal connects with the Passaic River; in the construction of an extensive and substantial apparatus to supply the canal with water, between the Hackensack and Hudson Rivers, and in building piers, wharves and basins, at Jersey City.

The canal and its works are now in excellent condition; the inclined planes are all rebuilt upon the improved plan; several of the locks have been extensively repaired, and all are in good working order. There is full five feet depth of water in all the levels. The navigation between Newark and Jersey City has been made equal to any part of the canal, and the improvements at Jersey City greatly facilitate and encourage the reshipment of coal at that point.

The improvements originally contemplated are now completed, and no further outlay will be required for permanent improvements, unless it should be deemed the policy of the Company to still further increase the tonnage of the boats as suggested in the report of the Engineer, by increasing the depth of water, and lengthening the locks.

It may likewise be found expedient and advantageous to incur further expense in the construction of additional piers, wharves, and wet basins, at Jersey City.

Should that contingency occur, the improvements suggested will doubtless be well considered by the Directors, and such course adopted as will promote the interests of the company.

At the time when "the further supplement" to the charter of the company was obtained, in 1849, the estimate of the Superintendent and Engineer, of the financial wants of the company, including the amount required to make the contemplated improvements to the canal and its works, was $1,200,000. That law authorized the company to issue $1,175,000, of Preferred Stock. The stock has all been issued, and there has been realized from it the sum of $1,156,000.

In the estimate referred to, there was embraced the then indebtedness of the company, the rebuilding of twenty-two inclined planes on the plan of the trial plane No. 6 West, the construction of a new aqueduct over the Pompton river, with the necessary change of the line of the canal at each end of the aqueduct, the raising and strengthening the banks of the canal, to increase the depth of water, and permit the use of boats of greater tonnage, the building of a large number of waste weirs for the protection of the canal against sudden freshets, the rebuilding of numerous bridges, then in a state of dilapidation, substituting stone abutments for timber framing, to support the bridges, the opening of the canal between Newark and Jersey City, and the payment of unsettled claims of long standing, and claims for damages to land along the line of the canal.

All the work embraced in that estimate has been completed. There has also been expended for works not included therein, the sum of $134,000.

The total amount of the floating debt of the company on the completion of all the works will be only about $75,000—which is less than the cost of the work not embraced in the original estimate. These improvements have increased the tonnage of the boats from 50 to 70 tons, and reduced the coal freights from $1.43 to $1.00 per ton between Mauch Chunk and Newark. The report closes by stating that the prospects of business for the ensuing years are encouraging. The gradual improvement of the general business of the country, the improved condition of the canal, the favorable aspect of the coal trade at this early period of the season, and the indications that a considerably increased quantity, both from the Lehigh and Scranton regions, will be brought to market through the Morris Canal, justify the expectation of augmented receipts over those of the last year.

GENERAL STATEMENT (TO FEB. 29, 1860,) OF THE MORRIS CANAL AND BANKING COMPANY.

		Dr.
Cost of Canal and Appurtenances		$2,752,774 21
Assets—		
Cash	$11,885 64	
Bills receivable	5,304 93	
Individual accounts	24,596 48	
Materials	11,128 51	
		52,915 56
Total		$2,805,689 77
Common Stock—		Cr.
Common		$4,000 00
Consolidated		1,021,000 00
Preferred		1,175,000 00
		$2,200,000 00
Bonds—		
Six per cent.	$495,000 00	
Seven per cent.	250 00	
		495,250 00
		$2,695,250 00
Liabilities—		
Mortg. (on office pr'mis's).	$5,000 00	
Bills payable	86,843 61	
Individual accounts	5,567 05	
Dividends	6,292 00	
		103,702 65
Profit and Loss—surplus		6,737 12
Total		$2,805,689 77

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING FEBRUARY 29, 1860.

Expenses and repairs		$137,635 00
Dividends, viz:		
On prefer'd st'k, Aug., 1859.	$56,540 00	
" " Feb., 1860.	58,750 00	
On c'ns'd'd st'k, Aug., 1859.	20,500 00	
" " Feb., 1860.	20,500 00	
		156,290 00
Interest on Mortgage Bonds, viz:		
April, 1859	$13,980 00	
October, 1859	14,520 00	
		28,500 00
Depreciation of boats, horses, etc.		2,774 48
Discount on bonds sold		779 07
Balance		6,737 12
Total		$332,715 67
Balance at credit, Feb. 28, 1859		$19,018 99
Income from the business		305,537 93
Premium on Preferred Stock sold		8,158 75
Total		$332,715 67

The officers for the ensuing year are:

EPHRAIM MARSH, *President.*

WM. H. TALCOTT, *Supt.* and *Engineer.*

LEWIS N. CONDIT, *Secretary.*

Steam Fire Engine.

We copy from the *Herald* of 27th ult., the following description of a new fire engine which has just been completed by Messrs. LEE & LARNED, of the Novelty Works, Twelfth St., N. Y., for the Southwark Engine Co. It was contracted by authority of the Common Council, at a cost to the city of $4,500; but the company has made numerous improvements on their own account, which have added a trifle more to its cost. The old style of hand engines are fast passing into oblivion, to be replaced by the more effective and economical motor, steam. The description given, is as follows:

The new steamer is of similar dimensions to the Manhattan steam fire engine No. 8, which has done the city such eminent service since it has been in use, namely: an engine of eight inch diameter of cylinder and nine inch stroke of piston. The steam is furnished from an annular boiler which has 225 feet of fire surface. The pump, which is worked by the engine, is one of Cary's celebrated rotary motion, and is capable of throwing a stream of 260 feet. The engine and carriage are finished in the highest state of workmanship, the engine being neatly polished and superbly ornamented and relieved by brass work; the air chamber on the front of the engine is elegantly plated with silver, in front of which is the motto of the company, "*Semper paratus.*" On top of, and connected with the air cylinder is an elegant gold plated signal lamp, with colored glass sides, and helps in a great measure to beautify the machine. The carriage work is of a neat light green color, with gold stripes; all things combined render the apparatus one of the handsomest in the city.

Pittsburg, Ft. Wayne and Chicago Railroad.

The annual meeting of the stockholders of this corporation was held in Pittsburg on the 27th of March. The third annual report of the Directors was presented and read. From this we learn that the receipts were:

From passengers	$795,739 57
" freight	964,132 73
" express freight	39,197 92
" U. S. Mail	93,900 00
" rent of road	66,000 00
" rents, etc.	7,017 58
	$1,965,987 80

And the expenses were:

Conduct'g transp'tation.	$284,890 18	
Motive power	460,765 11	
Maintenance of way	351,398 76	
" cars	136,882 72	
General expenses	57,396 18	
		1,291,332 95
Leaving as net earnings		$674,654 85
Compared with the previous year, the gross earnings show an increase of		$378,755 58
And the expenses an increase of		325,759 35
Making the increase in net earnings		$72,996 23

The revenues of the Company from the business of the road, have fallen short of the estimate given in the last annual report, $159,297 60.

This is mainly to be attributed to the destruction of the grain crops by frost along the eastern half of the road, traversing much the most populous and productive portion of the country tributary to the line. The increase of receipts of the Company from its extension to Chicago, has, in view of the continued depression in the business of the North-West, equalled our anticipatien.

The expense of operating the road, compared with its receipts, has been increased in a greater ratio than is due to the increased length of the line, owing to the reduction which the Northern lines made in the rates of transportation upon through business, and the absence of the more profitable local traffic of the Company, from the causes already mentioned. To these may be added the continued heavy outlay necessary to meet the depreciated condition of the road and its rolling stock, that had resulted during the struggle, after the consolidation to preserve the credit of the Company by appropriating more than the net revenues of the work to the payment of the interests upon its securities, and the protection of its hypothecated Bonds.

If the road and its machinery had been maintained in full and effective condition, the result of its operations for the present year, notwithstanding the blight that so seriously affected the resources of our customers upon the eastern end of the road, would have been adequate to meet the interest on its obligations.

This condition of the Company's property, while it has improved during the year, still continues, and must for some time affect its net resources.

Four passenger cars have been added by purchase to the number on hand, January 1st, 1859, and four sleeping cars were placed on the Road by Messrs. Woodruff & Co., under a contract made

Morris Canal and Banking Co.

We have received the [illegible] for the fiscal year ending [illegible] which we learn that the canal was [illegible] but its entire length [illegible] but not [illegible] navigation [illegible] was navigated [illegible] but the [illegible] per [illegible] The [illegible] also [illegible] During the [illegible] The expenses [illegible] repairs [illegible] road [illegible] [illegible] the cost [illegible] Feeding [illegible] Rivers, and [illegible] work was being [illegible] These expenses [illegible] Upon [illegible] be [illegible] [illegible] half of these extraordinary [illegible] the Belvidere and [illegible] [illegible] Among these [illegible] [illegible] of the [illegible] of repairs [illegible] the canal at [illegible] be found under [illegible] any would [illegible] The rest [illegible] expenses [illegible] [illegible] [illegible]

with them, by which their ownership remains in the contractors.

Nine passenger cars have been rebuilt to replace the same number worn out, and five more are condemned as unworthy of repair.

Fifty stock cars and fifty close freight cars, required for the increased traffic offered, have been leased upon favorable terms from the Pennsylvania Railroad Company. These cars were essential to the accommodation of the traffic of the road, and this arrangement to procure them rendered necessary from the inability of the Company to make a purchase. A large amount of repairs have been made and are still required upon the box and platform cars.

The deficiency in the net receipts of the Company to meet the interest upon its indebtedness since the consolidation, has been:

From Aug. 6th to Dec. 31st, 1857	$54,751	60
From Jan. 1st " " 1858	87,273	98
From " " " " 1859	94.484	37
In all	$236,510	04

In view of these facts it accurred to the Board that a slight concession from all the creditors of the Company would place its indebtedness upon a sound basis, thus enabling the Company to meet its interest regularly, and by the establishment of this fact, at once given to its securities a settled market value, that would much more than compensate for the concession asked. Under this impression a circular, was prepared after consultation with a number of influential bondholders, and distributed among the creditors of the Company for their consideration.

The principles upon which the proposed re-organization of the Company's debt were based, seemed to meet with general approval; some modifications were suggested, which could have been readily adopted. The members of the Board, under these circumstances, were therefore much surprised to learn on the 7th and 8th of December last, that proceedings had been taken by the representatives of some of its bondholders, under a misapprehension as to the application by the Board, of the net revenues of the Road, to remove the custody of the property of the Company from the Board, to that of a Receiver, to be appointed by the United States Court.

At a meeting subsequent to these proceedings, between a Committee of the bondholders and the Board of Directors, an arrangement was concluded, by which a change in the decree and Receivership was effected, and W. B. Ogden, Esq., of Chicago, a gentleman entirely acceptable to all the interests involved, was appointed Receiver of the entire road, but at the District Court of Alleghany County, Pennsylvania, had on the 9th of December, 1859, upon the application of local creditors, appointed a sequestrator to take charge of that part of the road, about 49 miles in length, situate in the State of Pennsylvania, and within its jurisdiction, the Receiver has not thus far been able to obtain possession of that important portion of the Road.

In consequence of this contest between the different class of creditors, the revenues of the road have been materially impaired, while the disorganization that ensued previous to the arrangement referred to, has added materially to the expenditures of the Company.

The consolidation of the three Companies developed a much larger floating debt than the imperfect manner in which their accounts were kept seemed to indicate. The protection of this indebtedness, and the outlays required on the extension of the road from a point twenty miles west of Fort Wayne to Chicago, which were incurred in advance of the sale of the securities of the Company, resulted from necessity, in the hypothecation of the Company's bonds to a large extent. The three coupons funded by the bondholders, to enable the Board to apply the net revenues of the Company to release the securities thus pledged, proved insufficient for that object, and they were left the alternative, after the expiration of this period, of resuming the payment of the interest upon its bonds, as far as practicable in the order of their priority, or to submit to a sacrifice of the securities hypothecated. If their efforts to prevent the latter had not been disturbed, this could, it is believed, have been accomplished during the current year.

In reviewing the affairs of the Company, and the results of the last year's business, we can, with confidence, assure the stockholders that with the disposition lately manifested by the bondholders to arrange the obligations of the Company on an equitable basis, that their property will be preserved to them, and will, if judiciously managed, at no remote period, produce regular dividends.

The following statement will show the plan for the re-adjustment of the affairs of the company:

In 1857, the company failed to pay the coupons due on the 1st October, and in November following suspended payment on its floating debt. To relieve the company from embarrassment, and to allow the earnings to be applied to the discharge of current liabilities, the bondholders consented to fund the coupons falling due to April, 1859, into 10 per cent. bonds due in five years from 1st April, 1858. This plan was only partially carried out, and default was again made in the interest falling due on the 1st July, 1859, in consequence of which the road was placed in the charge of a Receiver, excepting that portion lying in the State of Pennsylvania, which had previously been placed in the hands of a sequestrator on the suit of local creditors. To relieve the company of its present embarrassment the following plan for the adjustment of its liabilities is proposed:

The 1st mortgage bonds of the old companies to be assigned to a Trustee, and a *new First General Mortgage* upon the whole road to be executed for $5,100,000. This sum will cover their principal sum, ($4,000,000,) the sinking fund bonds issued for interest thereon, ($420,000.) and the coupons to fall due before 1st July, 1861, not exceeding in amount $680,000. The bonds issued under the new mortgage are to be irredeemable, and bear 6 per cent. interest, payable semi-annually, in New York. In case of default in payment of interest for 90 days, the Trustee is empowered to take possession of and work the road until satisfactory arrangements are made by the company to meet the interest regularly thereafter.

The 2d mortgage and income bonds of the old companies, the 3d mortgage bonds of the Ohio and Indiana Company, the general mortgage bonds of the Consolidated Company, and the sinking fund bonds issued for interest on all except the 1st mortgage bonds, to be assigned to a Trustee, and a new 2d mortgage upon the whole road to be executed, securing the issue of $6,500,000, of *Seven per cent. Preferred Stock*, in 130,000 shares. This mortgage to give such preferred stock precedence of all other debts, except those for such labor and materials as may be necessary for operating the road. The debts included under this clause are to be funded at par, and entitled to all the net profits until the amount during any one year shall exceed a sum sufficient to pay the interest on the 1st mortgage bonds, and a dividend of 7 per cent. on the said preferred stock; the surplus, if any, to form a dividend on the common stock. Until the necessary legislation be obtained, *transferable certificates of indebtedness* to be issued, secured by the 2d mortgage, and to bear 6 per cent. interest—these certificates to be converted into seven per cent. Preferred Stock as soon as such legislation is obtained. If not obtained, then said certificates to be converted into *irredeemable 7 per cent. bonds*, secured by a second mortgage. If within 90 days after the dividend or interest, as the case may be, becomes due, the company fails to pay it, the Trustee to take possession and manage the road temporally for the interest of all parties, and he shall immediately thereafter give notice to the Preferred Stockholders to elect twelve members, and to the Board of Directors to elect three members of a Board of Control, to continue in power until the interest shall be promptly met, and a surplus remain amounting to 2 per cent. on the common stock; in this event, the common stockholders to resume control, with the proportion of the Directors above-named *reversed*.

The Floating Debt (as it stood on the 31st October, 1859,) amounted to $1,830,612. viz: secured, $1,168,963, and unsecured, $661,649. This to be discharged from the net revenues until 1st January, 1861, and by so much as may be necessary, of the Preferred Stock remaining after funding the bonded debt.

The surplus of Preferred Stock, after the payment of the Floating Debt, is to be held and disposed of for the purpose of increasing the equipment of the road, and of erecting stations at its termini.

The condition of the company's finances, these propositions being effected, will then be as follows:

Common stock	$6,263,438
Seven per cent. Preferred stock	6,500,000
First mortgage, 6 per cent. bonds	5,100,000
Bridge bonds, specially provided for	216,500
Real estate bonds, separately secured on land	198,000
Total	$18,277,938

The income required to meet the interest on the 1st mortgage bonds will be $306,000; on the Preferred Stock, $455,000; and on the bridge bonds, $15,155, or a total of $776,155, an amount which the net receipts will, it is believed, be ample to meet on the 1st July, 1861.

On the 31st March, 1860, the Legislature of Pennsylvania passed an act authorizing the re-adjustment of the debt upon the basis proposed. In the meanwhile, the road and other property of the company to remain in the hands of the sequestrator and receiver.

The Income Account for the year ending Dec. 31, 1859, is as follows:

RECEIPTS.

Earnings, as above	$1,965,987 80
Discount on sinking fund bonds redeemed by Trustee	13,713 39
Balance Dec. 31, 1858	142,025 67
Do. Dec. 31, 1859—being excess of expenses, discount, interest over earnings, etc.	94,484 37
	$2,216,211 28

DISBURSEMENTS.

Expenses, as above	$1,291,332 95
Interest on bonds	628,600 59
" floating debt	113,057 15
Discount on currency	6,905 70
Exchange on bills remitted London.	2,493 33
Commiss. allowed for fund'g coupons	1,496 54
Taxes paid for 1859	6,014 20
Drawbacks and overcharges	24,285 10
Balance Dec. 31, 1858	142,025 67
	$2,216,211 28

The equipment of the road consists of 177 locomotives: 127 passenger, 32 mail, baggage and express, and 1,293 freight cars.

The following statement exhibits the condition of the company at the close of the fiscal year, December 31, 1859:

Capital stock		$6,266,277 92
Bonded debt, ($8,893,670,) viz:		
1st mort. O. & P. RR., due July 1, '65.	1,000,000 00	
2d " " " Jan. 1, '66.	750,000 00	
Income " " Ap'l 1, '73.	1,988,000 00	
Bridge " " May 1, '76.	202,500 00	
1st mort. O. & I. " Feb. 1, '72.	1,000,000 00	
2d " " " Oct. 1, '73.	380,000 00	
3d " " " Sep. 1, '64.	17,000 00	
1st " Ft. W. & C. " July 1, '73.	1,250,000 00	
Real estate " " Dec. 1, '66.	498,000 00	
Mort. construction " Jan. 1, '87.	1,004,000 00	
" redeemable " Jan. 1, '87.	2,000 00	
Real estate " Dec. 1, '66.	198,000 00	
Sinking fund " Jan. 1, '63.	282,765 00	
" " " Feb. 1, '63.	90,510 00	
" " " Ap'l 1, '63.	230,895 00	
Scrip conv. into mort. con. bonds	1,787 00	
Floating debt, ($1,883,847.67,) viz:		
Bills payable O. & P. R. R. Co.	4,000 00	
" O. & I. "	8,795 00	
" Ft. W. & C. "	9,766 53	
" P. Ft. W. & C.	776,872 13	
Construction accounts payable	40,346 39	
" " Penn. R. R. Co.	512,754 88	
Transportation " payable	83,569 42	
Other " "	161,931 03	
Coupons past due	252,150 50	
Warrants payable	33,661 79	
Current expenses	198,846 65	
Coupons due Jan. 1, 1858, to April, 1859, to be funded	24,990 00	
		$17,269,419 24
Cost of road, Aug. 1 1856:		
Ohio and Pennsylvania		$6,079,971 23
Ohio and Indiana		3,235,057 99
Ft. Wayne and Chicago		1,757,515 46
Total		$11,072,544 68
Balance of account Aug. 1, 1856:		
With Ohio and Penn. Co.	219,904 20	
do. do. Ind. "	244,810 89	
do. Ft. Wayne and Chicago	101,061 74	
Total cost, Aug. 1, 1856		$11,638,321 51
Expenditures since:		
On Eastern Division	1,009,218 25	
On Western Division	1,922,223 67	
Discount on bonds:		
Pennsylvania Railroad Co.'s	2,975 00	
Bridge bonds of do.	33,375 00	
Ft. W. & C. 1st mort.	169,080 01	
P., Ft. W. & C. mort. con.	192,802 27	
do. real estate	63,582 35	
Premium stock:		
Of Ohio and Penn. Co.	530,813 75	
Of Ft. W. & C. Co.	71,522 77	
Total		$15,633,924 58
Less proceeds of sale of locomotive engine and depot grounds in Chic.	76,145 70	
Total cost of road		$15,557,778 88
Real estate	914,516 08	
Stocks and b'ds of other compan's	91,100 00	
Cash on hand	52,377 89	
Materials on hand	123,646 75	
Cash and cash items	262,210 21	
Sundry accounts receivable, bad and doubtful	31,279 39	
Bal. of income account	236,510 04	
		$17,269,419 24

OFFICERS.

Receiver, WM. B. OGDEN.
Pres't and *Gen'l Supt.*, G. W. CASS.
Vice President, SAMUEL HANNA.
Auditor, T. D. MESSLER.
Treasurer, J. P. HENDERSON.
Secretary, AUG. BRADLEY.
Financial Agt. in New York, GILEAD A. SMITH.

Mississippi, Ouachita and Red River R. R.

This road extends from Gaines' Landing, on the Mississippi river, to Fulton, on Red river, where it forms a junction with the Memphis and El Paso road, and ultimately will make a new approach of the Atlantic and Pacific road to the Mississippi river. The distance from the eastern to the western terminus is 159 miles. It traverses ten counties, rich in soil, and adapted to the cultivation both of cotton and grain. The assessed valuation of taxable property in these counties is $20,000,000, the tide of emigration into them is steady, and their progress, even under present disadvantages, is rapid.

At the present time 12,000 bales of cotton are shipped from Gaines' Landing to New Orleans. The moment twenty miles of this road are completed, crossing in a southwest direction the bottoms, it is believed at least 20,000 bales will be shipped. A large amount of freight for the interior, not only of Arkansas, but even of Texas, passes across these bottom lands from Gaines' Landing, via Camden, in wagon trains, and when the road crosses this difficult region of country, the supply of an immense district will come from New Orleans over this route.

As soon as the road reaches Fulton, on the Red river, it opens navigation above the raft eight hundred miles, bringing into close contiguity with our market one of the finest territories for productive capacity west of the Mississippi river.

The Mississippi, Ouachita and Red River Railroad Company has a stock capital of $2,000,000. Private subscriptions amount to the handsome sum of $500,000. The company has, as yet, received no aid in lands or otherwise from the General Government or the State, but from present indications both will soon be obtained. Public opinion in Arkansas is becoming decidedly favorable to State and to domestic railroad enterprises, and the Federal Government, following the policy so liberal to other enterprises of this character, can scarcely withhold its benefaction.—*N. O. Picayune.*

Journal of Railroad Law.

TAXATION OF CORPORATIONS: PRINCIPAL OFFICE OF: WHERE SITUATED.

The law of the State of New York on the subject of the assessment and collection of taxes provides, that "all the personal estate of every incorporated company, liable to taxation on its capital, shall be assessed in the town or ward where the principal office or place for transacting the financial concerns of the company shall be.

Of course, the tax collectors of the place where the principal office here intended is situated, are empowered to collect the taxes from the company. It then becomes a matter of some importance to the company to locate their principal place of business where the taxes will probably be the lightest at least so long as the location of the office in such a place would not be likely to interfere with the business of the corporation. The case we are about to consider, arose upon the question, as to what was the principal office, for the purpose of taxation, of the Western Transportation Company.

This corporation was organized under the act of April 15, 1854, for the incorporation of companies to navigate the lakes, etc., the first section of which provides, that any five or more persons may form a company, by making a certificate in writing and filing the same "in the office of the clerk of the county in which the principal office for the management of the business of the company shall be situated," in which certificate they are required to state among other things, the name of the city or town and county in which the principal office for managing the affairs of such company is to be situated."

Pursuant to this act they filed a certificate bearing date Dec. 28, 1855, containing the following: "The principal office for managing the financial and other affairs of such company shall be located and situated at the village of Tonawanda, in the town of Wheatfield, county of Niagara, which is hereby declared to be the village, town and county where the principal office for managing the affairs of such company shall be situated.

The capital stock of the company, amounting to $900,000, was taxable. It had been assessed for such capital in the town of Wheatfield, and it admitted its liability to such assessment. But it had also been assessed in the city of Buffalo, and the defendants, Scheu and Reynolds were officers of that city, the former of whom had issued, and the latter was proceeding to enforce a warrant for the collection of the tax. The company denied their liability for the Buffalo assessment and sought by law to restrain the defendants from collecting it. The trial was held in the Supreme Court before Mr. Justice Davis, without a jury, and he ordered judgment for the plaintiff. This judgment was affirmed at general term in the eighth district, and the defendants again appealed to the Court of Appeals.

It was proved upon the trial before Justice Davis that the company shortly after its organization, established and had ever since maintained an office at the village of Tonawanda, where the stock book of the company was kept, and where the directors held their regular monthly meetings, but at which very little other business was transacted. Only one clerk was employed at this office, at a salary of $150 per annum. It also appeared that the business of the company, consisting of the transportation of produce and other property upon the Western Lakes and the Erie Canal was very large; that twenty clerks were employed at the office of the company in Buffalo; that the president, secretary and treasurer of the company resided there and did their business chiefly at that office; that the business done there annually amounted to several hundred thousand dollars; that full books of account of the business of the company were kept there; that money received at places west of Buffalo, after paying necessary disbursements, were remitted to the office at Buffalo; that the company had a large number of offices both east and west, at all of which except New York and Chicago, the business was much less than at Buffalo; that more money was received at Chicago and about twice as much at New York, as at Buffalo. It was shown also that the object of the company, in locating its principal office at Tonawanda, was to avoid taxation in the city of Buffalo.

The case turned upon the effect to be given to the certificate filed by the company as to the location of its principal office. Whether the place mentioned in the certificate as the place where its principal office was situated, should be considered conclusive, or whether other facts, as amount of business transacted in a given place, etc., should determine the result.

The opinion of the Court of Appeals omitting a statement of facts we have already given, is as follows:

SELDEN, J.—Under these circumstances it is evident, that unless the certificate filed pursuant to the statute, is conclusive upon the question of

location, if the matter is open to parol proof at all, it is established beyond controversy, that the principal office "for transacting the financial concerns of the company" is not at Tonawanda, but either at New York or Buffalo; probably the latter. The only question then is, in regard to the effect as evidence of the statement in the certificate. There are some considerations which seem to me decisive of this question. Unless the Legislature intended that the certificate should be conclusive, as to the location of the principal office, it is difficult to see any adequate motive for requiring the statement to be made. It is in no manner essential to the existence of a corporation that the place of its principal office should be fixed, or even that it should have any such office. We can, however, see obvious reasons why it is expedient that corporations should be deemed to have a location for certain purposes, among which is that of taxation; and that this should be definite and certain, and not subject to fluctuation or doubt. When the question is left open to parol proof, serious difficulties and embarrassments must often arise. What makes the office of a corporation its principal office? Is it the residence of its officers? or does it depend upon the amount of business done, or the number of clerks kept at a particular office? These and other like questions are of difficult solution where the question is left open and at large, and necessarily tend to produce controversies and litigation. To avoid disputes upon the subject, was, I apprehend, one motive for requiring the location to be fixed by the certificate. It is not important that a corporation should be taxed where it does the greatest amount of its business: but it is important that the place where it is liable to be taxed, should be known.

Another motive for the requirement in question, is shown by section 23 of the act of 1854, which requires the company to keep its stock books at the place designated in the certficate. This is for the convenience of the stockholders, and of persons dealing in the shares of the corporation. It is of very little consequence where such books are kept, whether where the other business of the company is principally done or not; it is only important that the place should be known and fixed.

Other considerations having the same tendency might be drawn from the various provisions of the act of 1854, and from contemporaneous legislation; but these are sufficient, I think, to show that the object of the Legislature, in requiring these corporations to designate the location of their principal office in the certificate filed, must have been to produce that certainty on the subject, which could not otherwise be obtained, and that the provision did not originate in any supposed necessity for having the "principal office" and the place of the principal business of the corporation identical.

The defendants' counsel seemed, upon the argument, to place much reliance upon the fact, that the motive of the company in placing its principal office at Tonawanda was to avoid taxation. But it is no more irrequitable or immoral for a corporation to do this, than for an individual to do substantially the same. A person may keep his office in Buffalo and transact business there to an unlimited amount and enjoying all the facilities and advantages which the enterprise and expenditures of the city have afforded, and yet by residing without the city bounds avoid all municipal taxation. When this shall be practised, either by individuals, or corporations, to an extent which renders it a serious evil, it will be for the Legislature to interfere. The judgment of the Supreme Court should be affirmed. All the judges concurred.

Railroad Connection with Delaware.

The Delaware Railroad has been completed to Salisbury, in Maryland, and next week the cars will commence running to that place. The work below there is going on, and it will not be long before a through connection is made via Norfolk to New Orleans. The Maryland and Delaware road is also in course of construction, which taps the Delaware road at Smyrna, and opens up the eastern shore of that State to the trade of Philadelphia and Wilmington. The work on the extension of the Junction and Breakwater road will also soon be resumed, and at no distant day the whole peninsula will be chequered with these important auxiliaries to our prosperity.—*Milford News and Advertiser, April 20th.*

Atlantic and Great Western Railroad--New York and St. Louis Broad Gauge Route.

This road, now in actual progress of construction and completion, is attracting no little attention. It is being built by three companies—one in Ohio, reaching from Dayton to the Pennsylvania State line, called "The Atlantic and Great Western Railroad Company *of* Pennsylvania;" and one in New York, reaching from the Pennsylvania State line to the New York and Erie road at the mouth of Little Valley Creek, and called "The Atlantic and Great Western Railroad Company *in* New York."

These different Companies, organized under charters granted by the above-named several States, are distinct from each other in name and organization, but have been consolidated, as far as is necessary or desirable, by mutual contracts between them, providing for the building, equipping, and running of the several divisions of the really one great road.

Marvin Kent is President of the Ohio road, and William Reynolds is President both of the Pennsylvania and New York roads; and in several instances the same gentleman are directors of each of the roads, and members of the Executive Committee Boards of each—thus insuring concert of action that could not otherwise be expected or obtained. The same contractors build the whole road from St. Louis to Little Valley.

During the last week meetings of the Boards of the Ohio and New York Companies have been held in Cleveland, which were also attended by the Directors of the Pennsylvania Company. At these meetings much important business was transacted.

Among other actions of peculiar interest to this vicinity, a resolution was passed to bring 1,100 tons of iron rail, now in this city of New York, to Ravenna, and lay it from this point west.

The work on the eastern end of the line is rapidly progressing, and is nearly ready for the iron, which is already on thn ground.

There is no doubt that by the middle of June next, that part of the line from the Erie road, some thirty two miles west, will be in running order, and soon after will be completed to the Sunbury and Erie road.

At the Cleveland meeting a committee was appointed, consisting of M. Kent, J. M. Coffinbury, and E. B. Taylor, to confer with the Cleveland and Pittsburg Railroad Company, and the Cleveland and Mahoning Railroad Company, in relation to a connection with one or both of said roads.

Contracts have long since been made with the New York and Erie Railroad, and those between Dayton and St. Louis, insuring a very favorable business connection with such roads.

Thus all things seemed to be working auspiciously for the speedy completion of this important railroad link, which, when completed, with its connections, will constitute the great railway thoroughfare of the country.—*Ravenna (Portage Co., Ohio,) Dem.*

Cincinnati, Hamilton and Dayton Railroad.

The annual meeting of the stockholders of this company was held in Cincinnati on the 1st inst. The following gentlemen were elected Directors for the ensuing year: Jas. B. Varnum, George Carlisle, S. S. L'Hommedieu, Samuel L'Hommedieu, Stanley Matthews, John W. Ellis, John C. Wright, Geo. H. Hill, and Wm. Becket.

The report of the company for the fiscal year ending March 31, 1860, was presented, from which we learn that the receipts during that time were:

From passengers	$226,498 20
" freight	287,922 96
" mails and express	19,482 97
" rent of track, etc.	19,930 67
" interest	6,009 66
" profit and loss	1,837 16
	$561,681 52

The expenses were:

Conducting transp'tation	$289,565 74	
Interest on bonds	97,899 73	
Taxes	10,958 13	
		398,423 60
Leaving as net earnings		$163,257 92
Out of which two dividends of 3½ per cent. each, have been paid		150,906 00
Leaving a surplus of		$12,351 92
Compared with the previous year, the gross earnings show an increase of		$72,243 60
And the expenses an increase of		53,708 90
Making the increase in net earnings		$18,534 70

The number of passengers carried during the year was 357,709—being an increase of 18,437.

The number of engines used by the company during the year was 22, and the total number of miles run, 374,124.

In reference to the contract recently made, the report says:

The contract recently concluded between the Little Miami and Columbus and Xenia; Dayton, Xenia and Belpre; and the Cincinnati, Hamilton and Dayton Railroad Companies, for working their several roads on joint account, for a period of twenty years, and which has been almost unanimously approved by the stockholders of the several companies, was put in operation on the second day of April, that day being the commencement of the fiscal year of this company.

The negotiations, which resulted in this important contract, commenced about two years since; and although occasionally suspended, it was with the expectation on the part of the several companies, of their being resumed at a suitable time. The parties realized the importance of proceeding with great care, in making a contract that should be alike beneficial to the stockholders of each company. It is believed that such a contract has been made, and that it will result advantageously to the several railroad companies directly interested, and to the railroads generally of our State.

The following is a comparative statement of the earnings for eight years ending March 31, 1860:

Years.	No. of Pass'rs.	Passenger Earnings.	Freight Earnings.
1852-'3	236,828	$191,700 93	$122,377 25
1853-'4	342,954	274,650 39	176,142 11
1854-'5	370,189	259,915 35	211,562 79
1855-'6	352,451	236,668 12	221,697 54
1856-'7	362,630	231,571 54	268,819 20
1857-'8	370,951	243,438 48	225,113 86
1858-'9	339,272	223,505 29	245,979 89
1859-'60	357,700	236,463 43	297,888 30

Years.	Mails and Express.	Totals.
1852–'3	$7,714 99	$321,793 17
1853–'4	12,228 95	463,021 45
1854–'5	12,142 34	483,620 48
1855–'6	13,620 04	471,885 70
1856–'7	17,943 21	518,333 95
1857–'8	18,868 93	487,421 27
1858–'9	17,617 95	487,103 74
1859–'60	19,482 97	561,682 52

CONDENSED BALANCE SHEET, MARCH 31ST, 1860.

Construction	$2,648,296 38
Equipment	504,892 35
Real Estate	266 356 45
Dayton and Western R. R. bonds	26,000 00
Dayton and Michigan bonds	12,800 00
Cin., H. & D. R. R. stock	2,247 26
Wood and material for repairs	41,475 43
Post Office Department	5,205 98
Bills receivable	48,425 25
Due from R. R. Cos.	32,933 60
Due from individuals	5,148 29
Cash in bank and on hand	164,218 25
Middletown Bridge stock	500 00
Total	$3,758,499 24
Capital stock	$2,155,800 00
First mortgage bonds, 1867	441,000 00
Second mort. bonds, 1880	950,000 00
Surplus earnings	12,351 92
Interest on bonds	24,150 00
Dividend No. 10	75,453 00
Dividends unpaid	2,798 65
Due Railroad Companies	74,889 21
Due individuals	7,585 71
Pay-roll, March	14,471 75
Total	$3,758,499 24

The only material change in these items from the report of 1859, is in cash, and cash items, the increase being $84,676.76.

The officers of the company for the ensuing year are:

President, S. S. L'HOMMEDIEU.
Vice President, GEO. CARLISLE.
Treasurer, LAFAYETTE BANKING CO.
Superintendent, D. MCLAREN.

Lynchburg Railroad Bridge.

We learn from the *Lynchburg Virginian* that the Orange and Alexandria Railroad Bridge, connecting the terminus of the road with Daniel's Island, is now ready for the cars, and that the road has commenced running two daily passenger trains between Lynchburg and Alexandria. Two daily trains are also run on the Virginia and Tennessee Railroad, making direct connections with the Alexandria road.

Tulpehocken and Swatara Railroad.

The Tulpehocken and Swatara Railroad, for which a charter was granted by the last Legislature, is designed to commence by connecting with the Lebanon Valley Railroad at Womelsdorf, in Berks county, and from thence in a direct and feasible route to Pinegrove, in Schuylkill county. The object purposed is to tunnel the Blue Mountain. There are two depressions or narrow passes in this mountain. One where the road from Pinegrove crosses to Millersburg, and the other where the road crosses from Pinegrove to Lebanon. Which of these will be the shortest route for the tunnel, must be determined by actual and careful survey. It is believed the length of the tunnel cannot succeed thirteen hundred yards, and may not be over eleven hundred. South of the Blue Mountain the road is to branch; one branch leading off the trade from Pinegrove to Womelsdorf, and the other in a direct and judicious route to Lebanon. It is believed that connections can be made with railroads already made at or near Pinegrove, which will insure a complete route to Tremont and all the important coal operations upon the Swatara and its tributaries. The distance from Pinegrove to Womelsdorf will probably be from eighteen to nineteen miles, and from Pinegrove to Lebanon sixteen or seventeen miles. The whole distance of the line, including both branches, will be from thirty to thirty-t womiles.—*Lebanon, Pa., Adv.*

Pacific Railroad.

We learn from Pettis county, that the people, in public meeting, have approved the proposition to appropriate $15,000 of county funds to the construction of the Pacific road between Otterville and Sedalia—all that was asked—and that the contractor, General PRICE, is making his arrangements to put on a full force to grade and prepare the road for the rails between Otterville and Sedalia.

We hear, also, that the people of Johnson county have determined to commence the work of grading and preparing the road bed from Sedalia to the country seat, (Warrensburg) without abandoning the work west of that town, and that it will be pushed forward as rapidly as possible.

There was a meeting of the Directors of the Lexington and St. Louis Railroad, on Saturday last, at Lexington, and the terms proposed by the main stem of the Pacific Road, relative to the transportation of passengers and freight, were accepted. It gives us great pleasure to be able to state that the Company have determined to commence this road immediately, and no one doubts the ability of the county to complete it. When this is done, Lexington will be brought within half a day's travel of us.—*St. Louis Rep.*

Millville and Glassboro' Railroad.

This road, which is twenty-two miles long, will not exceed in cost, ready for the cars, one hundred and sixty thousand dollars, or $7,272 per mile!—This sum includes all expenditures for right of way, engineering, graduation, bridges, ties and rails, in short everything except rolling stock. The Chief Engineer of this wonderful cheap road is George B. Roberts, Esq., who makes it a point, whilst caring for his personal reputation, also to care for the interests of stockholders. And hence Mr. Roberts builds a road to fit the country in which it is embedded, and to suit the trade which it is to accommodate, and depend on for support.

From Millville to Cape Island, a distance of 37 miles, the cost of a railroad will not exceed, it is said, the cost per mile of the road between Millville and Glassboro'. And the belief is expressed that this link will soon be put under contract, the citizens of Cape Island having raised a liberal subscription to its stock. With this link completed, and the West Jersey Railroad extended from Woodbury to Glassboro', the whole distance by railroad from Camden to Cape May, will be only seventy-seven miles, and the whole cost *less than ten thousand dollars per mile.*

From Glassboro' via Pittstown to Bridgeton, twenty miles, the West Jersey Railroad Company invite proposals for grading, to be opened in May, proximo.—*U. S. R. R. Mining Reg., April* 28th.

Memphis Branch of the Louisville and Nashville Road.

We learn from a creditable source that the iron for the Bowling Green branch of the Louisville and Nashville Railroad is arriving at Bowling Green, and the track laying will commence at the State line next week. This will be pushed forward in such manner as to complete it by next November at farthest. At the same time the iron has been and is now being landed at Bowling Green, Tennessee, for the Louisville and Memphis road. A track party will be sent next week to lay each way from Bowling Green, viz: towards Clarksville and towards the Tennessee river. Iron will soon be landed at the crossing of the Tennessee river, and in this manner the work will be pushed forward to completion. There is but about eight miles of the road between the State line and the Tennessee river (fifty-six miles) but what is graded, forty miles is already accepted by the commissioner, and eight miles from the Tennessee river this way has been graded for some time. The remaining eight will be finished soon, and by the first of June it is all—to the Tennessee river—expected to be ready for the examination of the Railroad Commissioner of Tennessee, whose duty it will be to issue State Bonds to the extent of ten thousand dollars per mile on the completed portion.—*Cin. Com., May* 4.

Quakake Railroad.

A bill passed the late session of the Pennsylvania Legislature, supplementary to the act incorporating the Quakake Railroad, authorizing the holders of the bonds of the company to convert them into preferred stock, to consist of 5,000 shares at $50 each. Also, authorizing the President and Directors of the company to issue in exchange to said bondholders certificates of such preferred stock for the par value of said bonds and coupons, including those to mature July 1st, 1860; the balance of 5,000 shares to be the property of the company, and to be disposed of for the general purposes of the company. The preferred stock will be entitled to a semi-annual dividend of 4 per cent., and no dividend will be paid on the common stock until all arrearages of the 8 per cent. for each year shall have been paid. At all future elections for officers of the company, the preferred and special stockholders shall elect the President and four Directors, and the common stockholder elect two Directors. This supplement, if carried out, it is believed, will enable the company to obtain the necessary means to extend their road from the present terminus, near the Summit Station, on the Catawissa road, into the Mahanoy coal field, as authorized by an act of Assembly, approved March 22d, 1859.

New York and Erie Railroad.

Perhaps there has never been a time in the history of the New York and Erie Railroad when the freighting business transacted by it was as large as it is at the present time. An unusual number of regular freight trains are employed, and frequently it becomes necessary to run extra trains. Everything connected with the Erie road gives signs of a reaction, and the rapid increase in the value of its stock is evidence that its present excellent management is having its legitimate effect. —*Hornellsville Tribune.*

Sunbury and Erie Railroad.

It is expected that operations will be continued on the Middle Division of the Sunbury and Erie Railroad during the Summer, with a somewhat diminished force. The affairs of the company are such as to render the completion of the road at the period originally contemplated—1st of November, 1860—an impossibility. The officers of the company, however, will leave no effort unemployed to have the work completed at the earliest possible time after the removal of the restrictions that now prevent an advantageous use of the company's resources.—*Phila., Inq.*

Texas and New Orleans Railroad.

We learn that the Texas and New Orleans Road is making excellent progress. The State Engineer has surveyed the first thirty miles, and reports the best road yet built in Texas. Contracts have been made with reliable parties for bridging the Trinity and San Jacinto rivers, the former with a draw bridge. The Galveston and Houston Road is doing a good business, the trains now run with regularity and despatch. The other roads are all well patronised. We learn that the materials for the bridge across the Brazos on the Washington County Road, are now arriving, and that the bridge will certainly be completed this summer. The interest taken in the Air Line extension of this road to Austin, is greatly increasing, and very large subscriptions are being made to the capital stock in the upper country. The work on the Fourth Section of the Central still progresses, and but a month or two will elapse before the road is opened to Millicans. An organization of the Houston and Tyler road has been effected at Huntsville, and the people of the Trinity valley are beginning to wake up to the

necessity of a railroad communication with the commercial centre of the State.—*Houston Telegraph.*

Tennessee and Alabama Railroad.

We learn that the President of the Alabama and Tennessee Rivers Railroad has made a trade for iron to clothe the road to Gadsden, subject to the ratification of the Board of Directors. This trade, if confirmed, will secure a speedy connection with Georgia and North Alabama. Our road will also soon become a thoroughfare, and the travel and freight that will find its way over it will astonish even the sanguine of its friends. In less than one year from the time the track is laid to Gadsden, we will be in full connection with the Georgia and Tennessee roads.—*Talladega Reporter.*

Cotton Factory in Carrollton, Miss.

The Carrollton (Miss.) *Democrat* says that "the stock is subscribed and the enterprise placed upon a sure footing. The amount required to be raised—$100,000—has been subscribed by ten men in equal shares of $10,000 each. The location is not, of course, definitely settled, but will be some practical point near Carrollton. This is right. It was the intention of the charter to place it in this vicinity. We shall notice the subject more at length at a future day."

Dubuque and Pacific Railroad.

The Supreme Court of the United States has reversed the decision of the Court below in the case of "Litchfield *agt.* The Dubuque and Pacific Railroad Company." By this decision the Des Moines River Improvement Land Grant is confirmed below Raccoon Fork, and about two hundred and fifty thousand acres of the best land in the State, are confirmed to three of the Land Grant Railroad Companies. A large proportion of this goes to the Dubuque and Pacific road, thereby making a very valuable addition to its resources, and giving still more security for its completion at an early day.—*Dubuque (Iowa) Herald.*

Camden and Amboy Railroad.

At a meeting of the stockholders of the Camden and Amboy Railroad and Transportation Company, held at Bordentown on the 28th ult., the following persons were unanimously re-elected Directors for the ensuing year:—Edwin A. Stevens, Benjamin Fish, John S. Livingston, John W. Mickle, John L, McKnight, William Cook, Joseph P. Bradley. At a subsequent meeting of the Directors the following officers were elected:—Edwin A. Stevens, *President;* James S. Green, *Treas'r.;* Samuel J. Bayard, *Secretary.*

Railroad Earnings.

We are informed that the gross receipts and disbursements of the La Crosse road for March, 1860, were as follows:

Receipts, eastern division	$32,264 76
Expenses, etc. do.	19,108 06
Receipts, western division	12,004 39
Expenses, etc. do.	10,725 44

The receipts of the Grand Trunk Railway of Canada for the week ending April 21,

were	$70,244 89
Week ending April 23, 1859	44,858 86
Increase	$25,386 03
Total traffic from July 1st, 1859	$2,340,862 38
Same period last year	1,854,419 81
Increase	$486,442 57

The earnings of the Michigan Central Railroad

for April, 1860, were	$165,741 03
April, 1859	143,143 30
Increase	$22,597 73

The earnings of the St. Louis, Alton and Chicago Railroad for April, 1860, were...$66,154 48
Corresponding month in 1859 ..... 52,441 00

Increase in 1860 ..... $12,713 48

The earnings of the Chicago and Northwestern Railroad for April were:

Passengers	$18,745 49
Freight	29,269 82
Mails and express	2,343 75
Total	$50,357 06
April, 1859	25,845 55
Increase	$24,511 41

The earnings of the Illinois Central Railroad for

April, 1860, were	$192,282
April, 1859	152,271
Gain	$40,011

The earnings of the Hudson River Railroad were:

April, 1860	$134,605 77
April, 1859	121,123 24
Increase	$13,482 53

The earnings of the Chicago, Burlington and Quincy Railroad in April were as follows:

	1859.	1860.
Freight	$68,699 93	$126,421 00
Passengers	56,466 93	44,845 03
Mails and miscellaneous	4,814 91	7,199 38
Totals (310 miles)	$129,981 77	$178,465 41
Increase		48,483 64

The traffic of the Great Western Railway of Canada for the week ending April 27, 1860, was as follows:

Passengers	$18,788 77
Freight and live stock	21,755 29
Mails and sundries	1,402 43
Total	$41,646 49
Corresponding week last year	36,384 56
Increase	$5,561 93

The details of the earnings of the Galena and Chicago Union Railroad for April are:

	1859.	1860.
Freight	$51,240 23	$62,788 64
Passengers	33,643 31	27,425 77
Mails, etc.	3,824 66	3,800 00
Total	$88,708 20	$94,014 42
Increase		$5,306 22
Corrected earn'gs for the previous m'th		80,793 07

The earnings of the New York and New Haven

Railroad for April, 1860, were	$101,437 58
Less due other roads	18,799 60
Balance	$82,637 98
Receipts, April, 1859	77,860 52
Increase	$4,777 46

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning), for April, 1860, compared with the same month of last year:

	1859.	1860.
Passengers	$11,490 20	$10,330 98
Freight	32,328 52	33,954 89
Other sources	1,686 86	1,686 86
Total	$45,505 58	$45,972 78

The earnings of the Cleveland and Toledo Railroad for Apil were $76,589
April, 1859 62,050
Increase $13,439

The earnings of the Chicago and Rock Island road in April, 1860, were $85,848
April, 1859 68,224
Gain $17,624

The increase in the last week was about $6,000.

The earnings of the New York Central Railroad

in April, 1860, were	$580,131 83
April, 1859	478,562 68
Increase	$101,569 20

The official statement of the earnings of the Michigan Southern road in April is as follows:

	1859.	1860.
Passengers	$67,922 29	$59,461 81
Freight	68,758 89	105,683 23
Mails	4,435 56	4,310 38
Express and miscellan.	4,141 65	24,540 14
Total	$145,258 39	$193,995 56
Increase		$48,737 17

The earnings of the Toledo and Wabash Railroad for April, 1860, were:

For passengers	$19,618 45
Freight	50,794 00
Mail and express	8,266 66
Total	$78,679 11
April, 1859	68,096 89
Increase	$5,582 22

The statement of the Illinois Central Railroad Company for April, 1860, is as follows:

Land Department.

3,048.05	acres sold for	$50,096 31.	
9,325.66	" "	since Jan. 1.	$149,015 88
1,237,260.55	" "	previously	15,735,837 02
1,246,686.21	" "	Total	$15,884,852 90
Bonds canceled in April			$32,500 00
" "		previously	1,582,500 00
Total Bonds canceled up to April 30, 1860			$1,615,000 00
Cash receipts in April, 1860			$43,066 68
Total cash and bonds received to April 30, 1860			$3,472,934 04

Traffic Department.

Total receipts for April, 1860	$192,282 06
Do. do. 1859	152,539 04
Increase	$39,743 02
Total receipts since Jan. 31, 1860	$775,992 63
Do. correspond'g period,'59	569,919 68
Increase	$206,072 95

The earnings of the Harlem Railroad in April show nearly $9,000 gain on last year. The figures are:

April, 1859	$81,608 89
" 1860	90,463 00
Increase	$8,854 11

The earnings of the Lehigh Valley Railroad

Company for March, 1860, were	$61,511 72
March, 1859	42,302 38
Increase	$21,208 33

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad for April were $178,775 10, an increase of $39,119 40 over 1859.

Earnings from Jan. 1st to May 1st, $663,379 92, an increase of $106,199 80 over 1859.

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending May 7, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s	85 and int.
Covington and Lexington, 1st Mortgage	7s	"
" " " 2d "	7s	70 "
" " " Income, pref.	10s	10
Ohio & Miss., E. D., Construction	7s	16
Cinc., Ham. and Dayton, 2d Mortgage	7s	85 and int.
" " " 1st "	7s	"
Indianap. & Cincinnati, do. do.	7s	70
STOCKS.		
Cincinnati, Hamilton & Dayton	Rr Div.	71
Columbus and Xenia		65½
Indianapolis & Cincinnati		38
Little Miami		86

Railroads of the State of New York.

(Continued from p. 373.)

Corporate Titles of Companies.	Chartered in the year.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1838.		$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Mohawk and Hudson		1,000,000	100,000	.....	1,100,000	1,050,000	16.86	101,023	19,376	5,296	125,695	84,209	41,486	*nil.*	*nil.*
New York and Harlem		1,041,272	.....	.....	1,041,272	1,041,272	6.58	79,694	.....	.....	79,694	62,501	17,193	"	"
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	26,000	1,500	1,000	28,500	19,000	9,500	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	26,650	3.00	1,200	.....	.....	1,200	1,000	200	"	"
Ithaca and Owego		321,650	315,700	.....	637,350	637,350	28.75	11,400	16,000	1,000	28,400	21,000	7,400	"	"
Rensselaer and Saratoga		460,000	.....	.....	460,000	460,000	25.26	14,000	3,000	3,000	20,000	16,333	3,667	"	"
Brooklyn and Jamaica		284,850	85,000	.....	369,850	369,850	11 00	.....	.....	.....	.....	.....	33,300	28,485	10
Utica and Schenectady		1,700,000	.....	38,052	1,738,052	1,738,052	78.00	312,808	.....	24,900	337,708	126,632	211 076	170,000	10
Buffalo and Niagara Falls		217,000	.....	.....	217,000	217,000	22.00	18,200	1,320	132	14,652	8,500	6,152	6,510	3
Long Island		300,000	.....	.....	300,000	300,000	15.00	25,000	2,500	1,000	28,500	28,500	.....	*nil.*	*nil.*
Tonawanda		399,938	.....	.....	399,938	399,938	31.50	40,072	.....	.....	40,072	20,474	19,598	"	"
Hudson and Berkshire	1828	400,000	150,000	25,000	575,000	575,000	31.50	6,000	8,000	.....	14,000	14,000	.....	"	"
Lockport and Niagara Falls	1834	197,000	.....	.....	197,000	197,000	23.00	2,000	.....	.....	2,000	2,000	.....	"	"
Total		6,643,360	650,700	63,052	7,357,112	7,285,462	313.95	632,397	51,696	36,328	720,421	404,149	316,272	204,995	23
1839.															
Mohawk and Hudson		1,000,000	100,000	.....	1,100,000	1,050,000	16.86	116,166	25,877	6,375	148,418	84,441	63,977	70,000	7
New York and Harlem		1,200,000	.....	.....	1,200,000	1,082,300	7.65	99,783	.....	.....	99,783	81,419	18,364	*nil.*	*nil.*
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	20,000	4,000	2,000	26,000	26,000	.....	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	26,650	3.00	1,200	.....	.....	1,200	1,000	200	"	"
Ithaca and Owego		300,000	315,700	.....	615,700	615,700	28.75	15,000	16,000	1,000	32,000	24,000	8,000	"	"
Rensselaer and Saratoga		300,000	150,000	.....	450,000	450,000	25.26	20,000	5,000	6,000	31,000	23,000	8,000	"	"
Brooklyn and Jamaica		284,850	85,000	.....	369,850	369,850	11.00	.....	.....	.....	.....	.....	30,000	21,000	6
Utica and Schenectady		1,600,000	250,000	5,000	1,855,000	1,855,000	78.00	375,309	.....	31,363	406,672	131,584	275,088	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	200,000	22.00	15,000	.....	.....	15,000	10,000	5,000	*nil.*	*nil.*
Long Island		300,000	.....	.....	300,000	300,000	15.00	20,000	.....	.....	20,000	18,000	2,000	"	"
Tonawanda		400,000	.....	.....	400,000	399,938	31.50	50,210	.....	.....	50,210	23,850	26,360	"	"
Hudson and Berkshire		400,000	150,000	25,000	575,000	570,000	31.50	8,000	10,000	.....	18,000	16,000	2,000	"	"
Lockport and Niagara Falls		197,000	.....	.....	197,000	197,000	23.00	5,000	.....	.....	5,000	5,000	.....	"	"
Auburn and Syracuse	1834	400,000	200,000	.....	600,000	600,000	26.00	55,000	.....	5,000	60,000	24,000	36,000	24,000	6
Syracuse and Utica	1836	950,000	.....	1,981	951,981	951,981	53.00	122,185	.....	.....	122,185	34,438	87,747	76,000	8
Lewiston	1836	27,500	.....	.....	27,500	27,500	3.34	5,000	.....	.....	5,000	3,000	2,000	"	"
Total		7,881,000	1,250,700	31,981	9,163,681	9,075,719	367.36	976,743	60,877	51,238	1,140,468	505,732	564,736	351,000	37
1840.															
Mohawk and Hudson		1,000,000	100,000	.....	1,100,000	1,050,000	16.86	105,895	12,035	7,668	125,598	61,439	64,159	70,000	7
New York and Harlem		1,200,000	.....	.....	1,200,000	1,082,300	7.75	105,724	.....	.....	105,724	86,921	18,803	*nil.*	*nil.*
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	22,000	4,200	2,500	28,700	23,000	5,700	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	26,650	3.00	1,200	.....	1,000	1,200	1,000	200	"	"
Ithaca and Owego		300,000	315,700	.....	615,700	615,700	28.75	16,000	17,000	.....	34,000	34,000	.....	"	"
Rensselaer and Saratoga		300,000	150,000	.....	450,000	450,000	25.26	20,000	5,000	6,000	31,000	23,000	8,000	"	"
Brooklyn and Jamaica		284,850	85,000	.....	369,850	350,000	11.00	.....	.....	.....	.....	.....	30,000	21,000	6
Utica and Schenectady		1,600,000	250,000	5,052	1,855,052	1,855,052	78.00	362,535	.....	38,136	400,671	119,630	281,041	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	200,000	22.00	15,000	5,000	.....	20,000	16,000	4,000	*nil.*	*nil.*
Long Island		500,000	100,000	.....	600,000	300,000	15.00	25,000	.....	.....	25,000	20,000	5,000	"	"
Tonawanda		400,000	.....	.....	400,000	399,938	31.50	54,028	.....	.....	54,028	27,263	26,765	"	"
Hudson and Berkshire		400,000	150,000	25,000	575,000	570,000	31.50	10,000	15,000	.....	25,000	23,000	2,000	"	"
Lockport and Niagara Falls		197,000	.....	.....	197,000	197,000	23.00	6,000	.....	.....	6,000	4,000	2,000	"	"
Auburn and Syracuse		400,000	200,000	.....	600,000	650,000	26.00	60,000	.....	5,000	65,000	30,000	35,000	24,000	6
Syracuse and Utica		1,000,000	.....	.....	1,000,000	981,475	53.09	178,509	1,636	17,777	197,922	65,648	132,274	80,000	8
Lewiston		27,500	.....	.....	27,500	27,500	3.34	5,000	.....	.....	5,000	3,000	2,000	"	"
Total		8,089,500	1,350,700	30,052	9,490,102	9,128,965	394.46	986,891	59,871	78,081	1,124,845	537,901	586,942	355,000	37
1841.															
Mohawk and Hudson		1,000,000	100,000	.....	1,100,000	1,050,000	16.86	99,066	11,211	5,621	115,898	61,022	54,876	*nil.*	*nil.*
New York and Harlem		1,200,000	.....	.....	1,200,000	1,082,300	14.01	99,616	.....	.....	99,616	81,087	18,529	"	"
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	23,500	4,600	2,500	30,600	22 000	8,600	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	26,650	3.00	1,200	.....	.....	1,200	1,000	200	"	"
Ithaca and Owego		300,000	315,700	.....	615,700	615,700	28.75	16,000	18,000	1,000	35,000	30,000	5,000	"	"

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Al. bama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,649	—	1,054,915	713,226	212,496	2,284,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....		20	14	272	Montgomery and West Point.	1,819,403	279,435	100,000	1,419,072	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	—	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.0	....	—	—	—	—	Hartford and New Haven	3,109,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	294,134	10	126
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,569	2,000,000	278,500	76,075	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	—	—	—	N. Haven, N. London and Ston.	1,470,661	*	11,060	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	868	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	—	—	—	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	256,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	782,320	—	—	787,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	.....	.....	.....	.....	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,000	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,076	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,257	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,268,866	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	200,755	11	108
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	64½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,860	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	133.0	—	....	75.0	—	—	—	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	900	Chicago and Rock Island	6,776,119	*	175,165	5,003,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	68½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.0	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	65
-- -- '57	174.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	60
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	148.0	—	....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,509,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,515	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,084	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	38
31 Dec. '58	84.0	—	....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	836,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	—	—	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,828	—	....
-- -- '59	64.0	—	....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,0 0,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	—	—	.....	Madison and Indianapolis	2,884,516	*	.....	1,617,700	1,338,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,402	—	....
-- -- '58	74.0	—	....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	398	Terre Haute and Richmond	1,611,450	*	36,029	1,281,450	250,000	—	1,867,423	73.0	264,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	80.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	60.1	—	....	209.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,813	80.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	92,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mi. Pleasant and Musc.	746,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $25,0 00.	.....	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	—	—	.....	Lexington and Frankfort	590,401	52,300	—	514,400	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	—	—	.....	Louisville and Frankfort	1,379,345	122,750	—	741,089	496,519	8,097	1,021,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,200,000	220,132	4,890,700	60.0	.....	163,268	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	612,613	—	4,437,990	2,617,000	188,685	8,147,862	206.0	.....	753,774	.....	—	....
31 Aug. '58	21.0	—	....	108.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,415	*	—	882,922	58,744	60,304	992,060	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,928	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,228	6	—
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	—
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,749	—	—
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,206	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,052	6	97½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,932,621	—	73½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	154
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,749	8	104½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	378,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	880,119	384,473	8	170
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,677	337,648	7	109½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,288	47.2	79,456	118,729	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,222	4	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	388	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,406	325,805	—	71
30 Nov. '59	19.9	1.3	3.6	—	...	...	...	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,666	—	65½
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,488	267,450	6	101
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,793	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h.	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,554	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,516	8	—
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	...	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,417	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,188	6	—
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,830	136,394	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'l	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,465	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	...	Stockbridge and Pittsfield	448,700	—	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,499	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '59	6.1	—	.....	36.5	...	...	...	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,217	—	144
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	112½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	86
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	...	...	...	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	...	...	...	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	49
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,272	—	13
-- -- --	—	—	—	89.8	...	...	...	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	...	...	...	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	...	...	...	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	...	...	...	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	...	...	...	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	...	...	...	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,654	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	227,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,306	206.8	14 mo's.	497,264	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,156	.....	—	—
-- -- --	—	—	—	.....	...	...	...	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,316	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	...	...	...	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	—
31 Oct. '58	86.5	—	.....	—	...	...	...	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,728	86,339	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	886,659	28.5	32,618	44,709	17,066	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,364	8	57
30 Sep. '59	46.8	—	.....	—	...	...	...	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	...	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4,182	16,003	1,522	—	—
30 Nov. '58	16.8	—	.....	—	...	...	...	Eastern	525,205	—	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	...	...	...	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	95½
31 Mar. '58	53.8	—	4.2	—	2	4	90	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,139	4	54½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	...	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	—
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,396	12	124½
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	436,655	.....	60.2	.....	152,155	66,453	—	—
1 Apr. '59	64.0	—	.....	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	108½
-- -- '59	—	—	—	2.6	...	...	...	Long Dock	1,000,000	—	—	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	...	...	...	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	122½
30 Nov. '59	21.3	—	.....	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	13.5	—	.....	—	...	...	...	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	...	...	...	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	34,440	—	—
30 Nov. '59	18.7	—	.....	—	...	...	...	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	—
30 Nov. '59	13.0	—	.....	47.0	...	...	...	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,203	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085					—	----
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	----------	32.9	93,894	84,119	11,215	—	----
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	----------	2,392,984	ope	r. by W	estern.	----------	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	----
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	----------	----------	14.8	20,647	26,858	13,429	5	----
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	----
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	----------	1,098,000	34.6	61,435	59,265	10,398	4½	----
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	----------	450,000	ope	r. by N.	Y. & E.	24,000	6	----
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	----------	----------	500,000	ope	r. by Re	ceivers.	30,000	6	----
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457					—	----
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	----------	—	----
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	----------	----------	----------	17.3	57,065	63,803	11,999	6	----
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,206	1,182,872	—	3,758,466	8,842,000	414,644	----------	150.0	700,224	1,842,636	770,096	—	42
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	----------	----------	----------					—	----
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	----------					—	----
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	----------	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	79
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	20
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	----------	152.9	621,747	975,853	358,792	—	13
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	----------	4,799,287	121.8	347,800	382,932	120,850	—	----
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	----------	35.9	69,759	109,152	60,829	8	----
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	----
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	----------	901,025	46.2	61,900	235,902	108,769	6	----
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	----
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	----------	18.0	17,620	12,025	----------	—	----
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	----------	385,000	ope	r. by Ren	s. & Sar.	30,150	7	----
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	----------	895,000	54.5	107,506	154,099	7,493	—	----
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489					—	----
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	----------	----------	ope	r. by Lo	ng Isl.	37,560	9	----
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	----
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	----
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	----------	----------	294,731	ope	r. b. Hud	s. River.	----------	6	----
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	----------	732,114	ope	r. by oth	er Co's.	----------	—	----
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	----
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	....	....	....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	----------	----------	95.2	----------	----------	----------	—	----
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	----------	487,043	209,793	—	----
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	----------	70,860	364,072					—	----
								OHIO.													
-- -- '58	—	—	....	—	....	....	....	Atlantic and Great Western	613,231	----------	----------	866,939	----------	77,294	----------							
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	----------	332,226	146,812	—	----
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----------	597,633	71,356	—	----
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	----------	489,437	249,666	7	68½
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	----------	----------	----------	----------	----------	37.0	----------	----------	----------	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	----
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	----------	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	....	18.0	10	6	295	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	----
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	113
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	205.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	----------	798,155	414,456	6	29½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	----
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85½
31 Dec. '58	72.0	—	....	72.0	....	....	....	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	----------	----------	72.0	144,606	124,559	66,779	—	----
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	----------	125,940	66,253	—	----
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----------	----------	16.0	40,064	64,000	33,000	—	----
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	----
-- -- '59	36.0	—	....	84.0	....	....	....	Fremont and Indiana	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	60,901	63,141	13,573	—	----
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0	24,000	31,126	10,460	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86½
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	----
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	----------	881,957	312,441	—	----
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	----------	577,958	211,894	—	----
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	----
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	----------	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----------	—	----
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	----------	11,223,000	250.0	----------	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	----------	87,940	45,000	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	----------	1,412,900	20.5	----------	311,201	164,554	10	----
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	438,228	4,407,764	119.0	----------	337,257	90,438	—	----
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	----
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	605,000	3,360,872	6,070,125	569,190	11,064,413	202.0	----------	1,430,512	881,609	—	85
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	----------	----------	----------	—	----
30 Sep. '59	18.6	—	4.0	—	....	....	....	Erie and Northeast	700,000	----------	----------	600,000	400,000	----------	1,000,000	ope	r. b. Buf.	& S. L.	----------	10	----
31 Aug '59	36.9	18.6	21.9	—	....	....	....	Harrisburg and Lancaster	1,882,555	----------	----------	1,087,100	661,000	----------	1,883,343	55.5	----------	423,561	166,852	6	54
31 Aug '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,383,168	*	—	1,809,563	----------	----------	1,809,563	32.3	----------	32,411	7,287	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	----------	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	----------	116,200	67,600	—	----
30 Nov. '59	45.7	—	20.2	15	6	—	—	Lehigh Valley	----------	*	—	1,966,350	1,500,000	----------	----------	45.7	----------	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	----------	—	----
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,900	3,619,304	231,532	9,291,156	----------	----------	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	----------	2,800,000	----------	----------	2,991,150	72.3	----------	556,192	379,976	10	----
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,828	2,787,000	377,818	6,320,638	65.7	----------	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	----------	31,356,882	386.0	----------	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	----------	250,000	50,000	----------	20.0	----------	1,637	----------	—	----
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	----------	288,657	157,194	—	----
30 Nov. '59	147.4	4.0	61.0	—	149	87	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	----------	2,724,293	1,245,816	—	43
31 Dec. '59	28.0	—	....	—	16	15	—	Philadelphia and Trenton	1,000,000	----------	----------	1,000,000	----------	----------	1,000,000	28.0	oper. by	Cam. &	Amboy	—	----
30 Oct. '59	96.9	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,496,425	270,078	8,468,513	—	11 mos.	1,036,168	437,499	6	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	99½
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,58.	—	.....
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,301	26.4	.....	125,597	4,50.	—	1
31 Mar. '59	78.0	—	....	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	.....
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,046	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27.568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150.142	297,800	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,81.	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,123	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,508	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,83.	310,199	3	.....
	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,930	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	....	31.0	...	...	....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	96,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,28.	81,561	—	.....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,83.	172,82.	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,863,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	....	—	...	...	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,98.	186,08.	5	.....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,89.	491.674	267,19.	—	66
31 Mar. '58	75.1	—	....	—	...	...	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,12.	145,65.	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,54.	82,48.	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,72.	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,486,346	43,605	8,816,522	195.0	304,19.	652,40.	382,69.	4	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,41.	672,894	278,75.	—	.....
30 Sep. '57	32.3	—	....	—	...	...	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,00.	10,81.	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,666	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.245	159,45.	82,18.	—	.....
.. .. '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,06.	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,18.	439,94.	—	3
.. .. '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,40.	.....	—	.....
1 Jan. '58	104.0	—	....	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	.....	213,964	31,04.	.....
.. .. '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,21.	.....	.....	—	—
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,24.	.....	.....	—	.....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,99.	1,069,21.	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,90.	.....	.....	3	.....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,08.	.....	.....	—	.....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254.59	.....	.....	—	.....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,22.	.....	.....	—	.....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	...	...	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	....	—	...	...	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	....	—	...	...	....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,280,100	15	140

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	85
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	92½
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	306,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	71
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	----
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
------	------	---	------	----
------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,665,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'68	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	89
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	88
Construction	4,115,000	6	1875	88
Free Land	3,000,000	7	1860	100
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	----
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	9
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	47
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	*	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	106
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96½
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,996	†	------	----
Construction	4,637,920	†	1853	50
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	79
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1868	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1868	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	98
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18
2d Mortgage	----------	---	------	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	396,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, May 12, 1860.

Atlantic and Great Western Railroad.

We learn that the construction of this road is proceeding very rapidly. A force some 2,000 men, we are informed, are already at work, and large amounts of materials are going forward to the scene of operations. The company claims to be able to reach the line of the Sunbury and Erie road the coming fall, when a very important connection will be formed, and the Erie company will be virtually at Erie, Penn. The result will be to carry the gauge of that road to that point. Should the proposed connections at Akron be formed, the Erie company will be placed in a position in which nothing will be desired on the score of favorable connections.

Illinois Central Railroad.

The earnings of this road for the past four months of the year were $775,992, against $569,-'919 for the corresponding period of 1859—increase, $206,073; rate of increase, 36 per ct. A similar rate for the year will carry the gross earnings up to nearly $2,900,000, a much larger sum than the road has yet earned. Should this sum be reached, the net earnings will pay the interest on the company's bonds.

Cost of Transportation on Railroads.

One of the most marked features in the internal commerce of the country is the steadily increasing traffic of our railroads, and a corresponding diminution on all our water lines. Perhaps the most striking evidence of this tendency is afforded by the traffic of the Erie and New York Central Railroads and the New York Canals. Notwithstanding the enlargement of the canals, the number of tons moved one mile upon them is about 25 per cent. less than it was seven years ago, while upon the two roads named, the increase, in the aggregate, has been one hundred per cent., as will be seen by the following statement of tons moved one mile on the respective works:

Years.	New York Central Railroad.	New York and Erie Railroad.	New York Canals.
	Tons moved one mile.		
1853	54,701,350	101,626,522	700,389,933
1854	81,168,080	130,808,034	668,559,044
1855	99,605,836	150,673,998	619,170,651
1856	145,733,678	183,458,046	592,009,603
1857	145,873,776	167,100,856	484,750,864
1858	142,691,178	165,895,635	564,842,095
1859	157,136,000	147,127,039	544,309,072

Receipts from transportation of merchandise in the meantime have been as follows:

Years.	New York Central Railroad.	New York and Erie Railroad.	New York Canals.
1853	$1,838,830	$2,537,214	$3,204,718
1854	2,479,820	3,369,590	2,773,566
1855	3,189,603	3,653,002	2,805,077
1856	4,328,041	4,545,782	2,748,212
1857	4,559,276	4,097,610	2,045,641
1858	3,700,270	3,843,311	2,110,754
1859	3,337,148	3,195,870	1,723,945

The receipts for tonnage on the canals include tolls only—the cost of transportation of which just about equals the tolls paid. The receipts on the railroads embrace both the cost of transportation and a return on the capital invested. Since 1853, the aggregate receipts upon the two roads have increased 50 per cent., while the canals have fallen off in equal ratio. This tendency is unquestionably to increase. Already have the railroads taken nearly all the more valuable kinds of freights, leaving to the canal the low priced, which can afford to pay only very low rates of transportation.

The following statement will show the relative charge for transportation on the New York Central and New York and Erie, and New York Canals, for seven years. In the statement, the cost of movement on the canals is estimated to be equal to the tolls charged.

1853.	Tons moved one mile.	Freight and Tolls.	Rate in cents and fractions per mile.
Central Railroad	54,701,350	$1,838,830	3.36
Erie Railroad	101,626,522	2,537,214	2.49
Canals	700,389,933	6,409,436	.91
1854.			
Central Railroad	81,168,080	2,479,820	3.05
Erie Railroad	130,808,034	3,369,590	2.57
Canals	688,559,044	5,547,182	.83
1855.			
Central Railroad	99,605,836	3,189,603	3.20
Erie Railroad	150,673,998	3,653,002	2.42
Canals	619,170,651	5,610,154	.90
1856.			
Central Railroad	145,733,678	4,328,041	2.97
Erie Railroad	183,458,046	4,545,782	2.48
Canals	592,009,603	5,496,424	.84
1857.			
Central Railroad	145,873,786	4,559,276	3.13
Erie Railroad	167,100,850	4,097,610	2.45
Canals	484,750,864	4,091,282	.84
1858.			
Central Railroad	142,691,178	3,700,290	2.66
Erie Railroad	165,895,635	3,843,311	2.32
Canals	564,842,095	4,221,508	.74
1859.			
Central Railroad	157,136,000	3,337,148	2.13
Erie Railroad	147,127,039	3,195,869	2.17
Canals	544,309,072	3,467,890	.63

The above table is valuable to show to the railroad companies upon what their success must depend—not upon high rates, but upon economy in the management of their roads. Upon the average for the future, they cannot expect to receive more than two cents, per ton, per mile. To make money they must, consequently, carry for *one* cent. That they will come to this, we have no doubt. When this is accomplished, they can compete successfully with the canals. Their ability to do so is already proved, and there is no doubt that much greater improvement is to be made in the economies of railways than in those of canals. In one the limit of excellence is already reached; in the other, the field is only just entered upon.

During the seven years the rates on the Central Railroad have been reduced one-third; on the canals in just about the same ratio. On the Erie they are only about one-tenth less than they were seven years ago—a very favorable exhibit for that road.

The rates on the roads on an average are still 3⅓ times greater than on the canals. This fact taken in connection with their increased traffic, as compared with the canals proves their great superiority, in public estimation, for many kinds of freight.

Philadelphia and Reading Railroad.

By an advertisement elsewhere, it will be seen that this company propose to the holders of its mortgage bonds due July 1, 1860, to extend them for a period of twenty years—they retaining the bonds, and the security of the mortgages in the precise condition in which they are now held, and receiving from the company fresh sheets of coupons for the interest, payable semi-annually. These bonds, amounting in the aggregate to $3,308,400, are secured by the first mortgage on the road. The net revenue, as stated, during the last fiscal year, was six times the amount of the interest on these bonds. The holders are also entitled to the benefit of a sinking fund of $140,000 per annum, established by the stockholders in January last. To those who assent to this proposition, a bonus of 10 per cent. will be given, to be paid in cash at the time the extension is effected.

Lest there should be any misapprehension that the plea of usury may at some future day be interposed in proceedings instituted to recover the amounts called for on the face of the bonds, and thus deter holders of the loan from availing themselves of the very liberable terms offered by the company, we annex the act relating thereto, which was passed at the last session of the Pennsylvania Legislature.

Section 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That it shall not be lawful for the Philadelphia and Reading Railroad Company, in any case where said Company has paid, or may hereafter pay, any sum to the holders of their bonds issued by lawful authority, and secured by mortgage, to procure an extension of time for the payment thereof, to allege in any proceeding at law or in equity, that such payments were usurious, and such payments shall be held and taken to be lawful and not usurious. Provided that this act shall not apply to any case decided, or to any suit now pending in respect to such bonds, or the interest thereon.

Automatic Steam Trap.

The condensation of steam, by coming in contact with the cold surfaces of pipes, engine cylinders, and other vessels where it is employed, prevents the full operation of the steam, besides being a source of annoyance to engineers, and occasionally of loss to the proprietors. But partial success has hitherto attended the inventions having for their object the discharging of this condensed water, and at the same time prevent the escape of the steam. Mr. Lapham's improved steam trap, for which Mr. C. A. Durgin, No. 335 Broadway, is agent, is designed to obviate all difficulties by rendering the trap perfectly automatic under all degrees of steam pressure, and to require no attendance whatever when once properly attached to the apparatus to be relieved from condensed water. The invention consists of a metallic cylinder, into which steam is admitted through two openings on opposite sides of a ball which rests lightly upon a rod, and instead of being fastened to the rod, as in similar contrivances, it moves up and down upon it. The end of a lever rests lightly upon the top of the ball, which is so arranged, in combination with other levers, that while the ball raises it with the utmost ease, it accumulates power which acts upon the rod, and, as the ball rises, opens a valve in the bottom of the apparatus which lets out the water. If the orifice is not large enough to let out the water with sufficient rapidity, the water still retained will, of course, float the ball still higher, and this will open a longer valve and let out the water with sufficient rapidity.

The advantage in this contrivance seems to be in making the accumulating water raise simply the ball, without raising the additional weight of the rod necessary to open the valve. This is accomplished by the arrangement of levers, accumulating the power of the float. In one instance, it is claimed, in an oil mill, two of these traps, costing $64, were substituted for twelve, costing $240, which failed completely, and the two traps have performed the work perfectly under a variable pressure of from five to fifty pounds of steam for the past six months.

Lehigh Coal and Navigation Company.

From the annual report of this company for the year ending December, 31, 1859, which was submitted to the stockholders at their annual meeting on the 1st inst., we learn that the profits for the year 1859 were, from ground and water rents, and from lots sold, $31,610 71; from coal, $186,609-04; and from tolls, $454,463 45; amounting to a total of $672,683 20, against $595,856 94 for the preceding year; and showing an increase of $76,-826 26.

For the year 1859, after paying State tax, interest, repairs, improvements and expenses, the *net* earnings were $415,641 88, against $343,864-50 for the year 1858; being equal to an interest of nearly 17 per cent. upon the capital stock, and exhibiting an improvement over the year 1858, of $71,777 38.

The following is a summary of the liabilities and assets of the company to January 1st, 1860:—

LIABILITIES.

Capital Stock	$2,479,950 00
Common Loans	2,790,081 92
Mortgage Loan	829,172 00
Floating Debt	265,822 85
Unpaid Dividends	5,757 20
Arrears of Interest	54,513 88
	$6,425,297 85
Balance to the credit of Profit and Loss account	3,166,898 75
	$9,592,196 60

ASSETS.

Canal and River Improvements	$4,455,000 00
Lehigh and Susquehanna Railroad	1,380,000 00
Real Estate, cost of coal mine lands and other lands, Railroads to the several mines of the Company, and other improvements, Wharves and Landings at Philadelphia, &c.	1,453,789 00
Moveable effects, Debts due the Company, Bills Receivable, Bonds and Mortgages, &c	1,071,490 51
Contingent Fund: costs of investments	1,210,253 67
Cash on hand	21,668 42
	$9,592,196 60

The Co.' tonnage of the canal, for the year, was 1,050,659 tons, an increase over 1858 of 141,660 tons. Of this, 490,611 tons were taken from the Company's mines, which, in addition to 56,205 tons from the Company's mines at Tamaqua, show the total, for the year, of 546,817 tons for the Company.

The shipments of lumber, for the season, were 42,933,655 feet; showing an increase, over those for the year 1858, of 7,036,754 feet. The freight of all descriptions, for the year 1859 amounted to:—

	Tons.
Descending	1,190,374 03
Ascending	116,744 12
Total	1,307,118 14

A resolution was adopted, to the effect that a committee of three stockholders and four managers (the President being one) be appointed and requested to report at the next annual meeting of stockholders, such action as they may deem advisable, with a view to enable the stock and scrip holders to realize the full benefits earned by the Company.

Of this Scrip there has been issued, as recommended by a resolution passed at the meeting of the Stockholders held 1st May, 1855, as follows, viz:—

1855,	certificates f.	9,905	"scrip shares," which when converted into stock, will amount to $495,250
1856,	do.	11,882	"scrip shares," will amount to.. 594,100
1857,	do.	14,273	"scrip shares," will amount to.. 713,650

Making a total of 36,060 "scrip shares," which, when converted as aforesaid, will add to capital stock account.... $1,808,000 and the like amount will then be chargeable against the balance standing to the credit of profit and loss.

The following gentlemen have been elected officers of this company for the current year:

President, JAMES COX.

Managers, Erskine Hazard, John Farnum, Henry J. Boller, Richard Richardson, Alexander Fullerton, Andrew Manderson, James S. Cox, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes.

Treasurer, EDWIN WALTER.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 2nd May, 1860, were as follows:

	Th.3.	F. 4.	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 6s, 1874	102	----	----	----	103	103¼
STATE STOCKS:—						
California 7s	90⅝	90½	90½	90¼	----	----
Georgia 6s	----	----	----	103½	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	90
Kentucky	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	97
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri	83½	83¾	83½	83¾	83¾	83¼
New York 5s, 1874	----	----	110¾	----	----	----
North Carolina 6s	96	----	97	----	----	----
Ohio 6s, 1870	----	----	----	----	----	90½
Tennessee 6s, 1890	91	91⅜	----	91	----	----
Virginia 6s	92¾	92¾	92¾	92¾	92¼	92¼
RAILROAD SHARES:—						
Chicago and Rock Isl.	66⅛	66⅜	[66⅜	67⅛	68¼	70
Clev., Painesv. & Ashl.	----	----	----	----	----	112
Clev. and Toledo	28¼	29	28¼	29¼	29¼	29¾
Del., Lack. and West.	85	85	----	----	----	----
Galena and Chicago	64	64¼	63¾	64¼	65¼	66
Hudson River	41¼	41¼	41¼	41¼	42	42
Illinois Central	59½	59¾	59¾	60	60	61
Michigan Central	48⅜	48⅜	48⅜	48¾	48¾	49¼
M. S. and N. I. guar'd,	24¾	25	24¼	24¼	24¼	24¾
M. S. and N. I.	12¼	12¼	12¼	12¾	12¾	12¼
New York Central	78¾	79¼	78¾	79¼	79¾	80⅜
New York and Erie	17¼	17¾	17⅝	19¼	19¼	20
N. York and Harlem	12¾	12¾	12¾	13	13	13
N. Y. and H. "pref."	38	38¼	38¼	38¼	38¼	38⅜
Panama	146	146½	146	146	146	146
Phila. and Reading	42⅜	43	43	43	43¼	43¼
MISCELLANEOUS:—						
Del. and Hud. C. Co.	98½	98¾	98¼	100	99¼	99¼
Cumberland Coal Co.	14¼	14½	14¾	14¼	14¼	14¼
Pennsylvania Coal Co.	84	83¼	----	84¼	----	----
Pacific Mail S. S. Co.	105	105¼	104¾	105	105¼	106¼
Canton	21¼	21¼	21	21¼	21⅜	20¾
Brooklyn Water W's.	102½	----	----	----	----	----

The following are the closing prices in the London Market on the 21st April:

United States 5 p. c. red. '74.....	91¼	to	92¼
Illinois Central 6 p. c. red. 1875	75	to	77
Do. 7 p. c. red. 1875	79	to	80
Do. do. Fr. L'd red. '60.	89¼	to	90¼
Do. $100 shares, $60 p'd.	42	to	42
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869....	82	to	84
Do. do. 1st mortgage (sinking fund), 1882....	82	to	84
Do. $100 shares.....	35	to	40
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	55	to	65
Do. $100 shares	8	to	10
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864.....	92	to	94
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares.....	68	to	70
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1869	80	to	82
Do. 3d do. 1883, assented..	69	to	71
Do. Bonds, 1862, '71, '75 do. ..	28	to	32
Do. Shares, assented	10¾	to	11¼
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.....	88	to	90
Do. 2d mort. 6 per cent. sterling..	89	to	91
Do. $50 shares	37	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	15	to	20

Pittsburg, Fort Wayne and Chicago R. R.

By a recent decision of the Supreme Court of Pennsylvania, the entire line of this road has been placed in the possession of the receiver, Wm. B. Ogden, Esq.

Refrigerator Car Company.

The "Refrigerator Car Company" sent to this city on Wednesday from New York a car of peculiar construction in which fresh meats and fish can be preserved pure and sweet for a week or more in the warmest weather. It is lined with zinc, and is made something after the style of beer-coolers in lager-drinking establishments. The car came through without detention—having the compromise gauge wheels—and will return over the Bellefontaine and connecting lines. It was loaded with fresh shad, lobsters, oysters, &c., and will go back with poultry and other products demanded in the New York market.—*Indianapolis Journal.*

Pennsylvania Railroad Company's Machine Shops at Harrisburg.

The machine shops of the Pennsylvania Railroad, in the Sixth Ward, are progressing finely. A large force of workmen under the direction of Mr. Stephen D. M'Calla are engaged constructing the necessary sewerage and foundation walls, which are so far advanced as to be ready for the superstructure to-day or to-morrow. The round house will be an immense affair, probably the largest in the United States, and will be constructed entirely of brick and iron, the casting of the latter being now in progress by the Harrisburg Car Manufacturing Company.—*Harrisburg Pat.*

Pennsylvania Railroad Elevation above Tide.

The Pennsylvania Railroad at grade, is above tide, at Harrisburg, 310 feet; at Lewistown, 488 feet; at Huntingdon, 610 feet; at Tyrone, 886 feet; at Altoona, 1,168 feet; at west end of Alleghany mountain tunnel—summit of mountain—2,161 feet; at Johnstown, 1,184 feet; at Blairsville Junction, 1,117 feet; at Greensburg, 1,091 feet; at canal bridge at Pittsburg, 748 feet; the bottom of the Ohio river bed at Pittsburg is 700 feet above tide.

Mobile and Spring Hill Railroad Company.

We learn that the stock subscriptions of this company amounted yesterday to about $35,000. This is half the sum necessary for the building and stocking of the road. The charter authorizes the organization of the company on the subscription of $20,000. The whole capital, no doubt, will be subscribed within a few days. An organization was effected on the 5th inst, by the election of the following named gentleman as directors: W. T. Moore and W. B. Hamilton, Mobile; Emanuel Jones, Thomas J. Fettyplace and John C. Dawson, Spring Hill; David Stodder, Summerville; Jas. L. Ewing, West Ward.—*Mobile Trib.*

Heavy Right-of-way Suit Decided.

The case of Daniel Blake *vs.* the Charleston and Savannah Railroad Company which has been pending for some years before the Superior Court of Colleton District, S. C., was finally decided last week. The company's road runs some four miles through the land of Plaintiff, and being unable to agree upon the amount to be paid for the right-of-way, Blake brought suit, laying his damages in the sum of *sixty nine thousand dollars.* Upon the trial, the jury found a verdict for Plaintiff in the sum of four thousand, seven hundred and fifty dollars, which amounts to quite an abatement of his original claims.—*Sav. Republican.*

Indiana and Illinois Central Railroad.

At the regular annual meeting of the stockholders of the projected Indiana and Illinois Central Railway, held on the 2d inst., the following Directors were unanimously elected to serve for the ensuing year; Henry Prather, Benj. Ellars, Jas. R. Hammet, Robert Hopkins and William Jones, of the State of Illinois; Erastus M. Benson, Samuel B. Bushnell, Jeremiah Depen, Jas. Johnson, Edmund Clark, Washington H. Talbott and Michael G. Bright, of the State of Indiana; and the following officers are elected for the ensuing year: Edmund Clark, President; Jas. R. Hammet, Vice-President; James M. Sharpe, Secretary; Edmund Clark, Treasurer.

Marietta and Cincinnati Railroad.

In the Court of Common Pleas for Ross County at Chillicothe, Judges Dickey and Briggs present, the sale of the Marietta and Cincinnati Railroad property, as made under a decree of this Court, was confirmed. One hundred thousand dollars of the purchase money has been paid into Court.

It will be remembered that, of the amount for which the property was sold, fifty thousand dollars is set aside for the payment of back dues to employees.

Arrangements for the completion of the road have not yet been perfected, owing to the necessarily tedious process of communicating with the foreign proprietors. No opposition was made to the confirmation of the sale.—*R. R. Record.*

Welland Canal.

The Welland Canal, connecting the waters of Lakes Erie and Ontario, was opened this year two weeks before the opening of the New York State Canals. It has been seriously proposed to construct a railroad alongside of the Welland Canal, so as to facilitate the transit of goods. Mr. MERRITT, member from St. Catherines, said in Parliament last week, that according to official report, the cost of enlarging the Welland Canal would be two millions of pounds. The capital required to build a single track along the side of the Canal would be four hundred thousand dollars, so that a single track railway could be built every year for less than the interest of sustaining the Canal.

Buffalo and Pittsburg Railroad.

A contract has been made with Messrs. King & Co. to finish and put in running order immediately that portion of this road leading from the coal-fields in McKean County to the New York and Erie Railroad, thus giving outlet to the Lake at Dunkirk for the coal of that region. The work to be done is laying the iron only. Some three years since that portion of the road was ready for the iron, and but for the opposition experienced, the road would have been bringing to the Lake cheap fuel long ago, and giving life to this city. Dunkirk will be immediately benefitted by this connection, and become the most important coal shipping port on the Lake.—*Cin. Inq.*

WANTED.

SIX OR EIGHT SECOND HAND PASSENGER CARS, for a railroad of 4 feet 8½ in. gauge. Must be delivered in the vicinity of New York.

1t Address Box 961 N. Y. P. O.

PACIFIC MUTUAL INSURANCE CO.,

OFFICE, 111 BROADWAY, (TRINITY BUILDING,)

MARINE AND INLAND INSURANCE.

ASSETS, $1,005,966.

THIS Company was established for an exclusive merchandise business. All its net profits are returned to the dealers.

DIVIDENDS.—First, 37 per cent.; Second, 20 per cent.; Third, 20 per cent.; Fourth, 43 per cent.; Fifth, 30 per cent.; and all the Scrip issued prior to 1858 has been redeemed and paid to the holders thereof in Cash.

ALFRED EDWARDS, Pres't.
WILLIAM LECONEY, Vice Pres't.
BENJAMIN A. ONDERDONK, Secretary.

TRUSTEES.

A. C. RICHARDS,	of the firm of	J. W. Paige & Co.
SHEPPARD GANDY,	do.	Robert & Williams.
W. M. RICHARDS,	do.	Richards, Haight & Co.
G. D. H. GILLESPIE,		
C. F. MILNOR,	do.	Babcock & Milnor.
MARTIN BATES, Jr.,	do.	Martin Bates, Jr., & Co.
FREDERICK B. BETTS,	do.	Betts, Nichols & Co.
MOSES A. HOPPOCK,	do.	Hoppock, Garbutt & Co.
SANFORD COBB, Jr.,	do.	Cobb & Herriman.
W. H. MELLEN,	do.	Claflin, Mellen & Co.
B. V. BULL,	do.	Merrick & Bull.
C. HADDEN,		
L. P. MORTON,	do.	Morton, Grinnell & Co.
F. W. MEYER,	do.	H. & F. W. Meyer.
JOHN B. ARTHUR,	do.	Ellis Bros. & Co.
A. WESSON,	do.	Wesson, Walter & Co.
J. K. MYERS,	do.	Halsted, Haines & Co.
WILLIAM KENT,	do.	Clapp & Kent,
DAVID P. MORGAN,	do.	Hewitt & Co.
BYRON SHERMAN,	do.	Sherman Brothers.
JEHIAL READ,	do.	Geo. W. & Jehial Read.
JOHN A. BARTOW,	do.	Montell & Bartow.
A. S. BARNES,	do.	A. S. Barne & Co.
J. E. HANFORD,	do.	Hanford & Browning.
THOMAS EAKIN,	do.	T. & W. Eakin & Co.
ALEX. M. EARLE,	do.	Earle & Co.
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IN Rolls which anybody can put on; waterproof, elastic, durable, fire-proof; needs no repairs; costs about half as much as Tin, and **lasts twice as long.**

These Roofs are suitable for any style of building. They can be steep or flat, or of any required inclination. Also,

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Preferable to paint for covering Tin Roofs, protecting them for many years from rust, and rendering them water tight.

Samples, Terms, Price, etc., furnished on application.

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Gutta Percha and Glass Roofing Co.

NOTICE TO Railroad Contractors.

SEALED PROPOSALS will be received at the office of the West Jersey Railroad Company at Woodbury, Gloucester County, New Jersey, for the Grading of a Railroad from Woodbury to Glassborough (a distance of 10 miles) until Thursday, the 10th of May, 1860.

Also at Bridgeton; for the Grading from Bridgeton in Cumberland County, to Pittstown in Salem County (a distance of 10 miles) until Thursday, the 17th of May, 1860.

Also at Glassborough; for the Grading from Pittstown in Salem County, to Glassborough in the County of Gloucester (a distance of 10 miles) until Thursday, the 24th of May, 1860.

Profiles, Plans and Specifications of the work may be seen at the Engineer's office in Woodbury, for the First Division; at Bridgeton, for the Second Division; and at Glassborough, for the Third Division, three days before the letting of each Division.

4t17 WM. COOK, Engineer.

HOYT, BADGER & DILLON,

Late S. HOYT & CO.,

MANUFACTURERS AND IMPORTERS OF

FINE WATCHES, JEWELRY, AND SILVER WARE.

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To Locomotive Builders and Coppersmiths.

10,000 pounds Patent Seamless COPPER TUBES, manufactured by a new patent process.

10,000 pounds Patent Seamless BRASS TUBES, manufactured by a new patent process.

Two inches outside diameter, suitable for Locomotives, or any purpose for which a perfect tube is desirable.

Warranted pure and free from any brazing.

For sale low. Apply to

THE HAMILTON MANUFACTURING CO.,
4t16 No. 76 Cedar st., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
New York, March 29, 1860.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held this day, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, be, and the same is hereby called, payable on the 15th day of May, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. ROBERT BENSON & Co.; and that parties desiring to pay their instalments in London, may pay the same, at the rate of four shillings two pence sterling to the dollar.

Resolved, That the Transfer Books be closed on the 10th day of May, and re-opened on the 15th, and that no transfers be permitted after that date, of shares upon which such assessments shall not have been paid.

Resolved, That interest at the rate of seven per cent. per annum be allowed upon all assessments paid previous to the 15th of May, and charged at the same rate upon all assessments paid after that date. By order of the Board.

A. E. BURNSIDE, Treasurer.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY. March, 1860.

The holders of the Bonds of this Company, due July 1, 1860 can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

2m15 W. H. McILHENNY, Secretary.

PHŒNIX IRON COMPANY'S

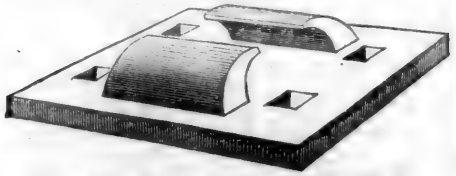


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With continuous lips, made to fit exactly the flanges of the rails.

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GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes MERCHANT, BAR and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

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Messrs. Wm. Oothout & Bro.,	Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro.	James L. Jackson, Esq.

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MOSES BIGELOW & CO.,

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Adjoining the Chestnut st. Depot,

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THE ATTENTION OF PARTIES TROUBLED WITH IRREGULAR OR UNsteady power, is respectfully called to this Governor now coming into general use.

It may be used in connection with any valve or cut-off, and will regulate the motion of the engine so perfectly, that its entire load may be thrown on or off at once without sensibly affecting its speed.

I will send a Governor to any responsible person for trial, and if its action be not perfect under the above test it may be returned.

☞ **Prices exceedingly moderate.** ☜

All orders and communications will receive prompt attention. Send for a circular.

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Copper, Brass, & White Metal Checks,
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Various kinds of Railroad Lanterns.
No. 43 Kneeland st., BOSTON.

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AUCTION SALE

Of Locomotive Builders' and Machinists' Tools,
IN ALEXANDRIA, VIRGINIA.

ON WEDNESDAY, MAY 23rd, 1860, commencing at 10 o'clock, A. M., (no postponement on account of weather,) will be sold the entire stock of STEAM ENGINES, TURNING LATHES, PLANERS, BORING MACHINES, DRILL PRESSES, STEAM HAMMER, PATTERNS, etc. etc., comprising the entire outfit of the extensive Locomotive and Machine Manufacturing Works of the late firm of SMITH & PERKINS.

Printed lists giving description of Machinery to be sold, with terms of sale, will be furnished on application by mail to

3t18 JAMES P. SMITH, Trustee.

ENGINEERING WORKS.

LYONS' TABLES.

To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.			SHEET No		
1.	General Table for all Bases and all Slopes.		13. for Base 18 ft. Slop.		1½ to 1
2.	For Side Hill Cuts and Fills.		14. " 20 "		1½ to 1
3.	Base 12 ft. Slopes	1½ to 1	15. " 24 "		¾ to 1
4.	" 14 "	1½ to 1	16. " 24 "		1½ to 1
5.	" 15 "	¾ to 1	17. " 25 "		1½ to 1
6.	" 15 "	1 to 1	18. " 26 "		1½ to 1
7.	" 15 "	1½ to 1	19. " 28 "		¾ to 1
8.	" 16 "	½ to 1	20. " 30 "		1 to 1
9	" 16 "	1 to 1	21. " 30 "		1¼ to 1
10.	" 18 "	¼ to 1	22. " 30 "		1½ to 1
11.	" 18 "	¾ to 1	23. " 32 "		1 to 1
12.	" 18 "	1 to 1	24. " 32 "		1¼ to 1

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

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THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable terms as can be obtained in this country or in Europe.

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This improvement consists in a chamber, or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drippings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

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BAR, TOOL, DRILL, AND DIE STEEL.
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Far superior to the ordinary kind.
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THIS OIL having been before the public for a **long time**, and having been **extensively used** in different parts of the country, and on each occasion meeting with **unqualified approval**, renders the manufacturers confident when making the following claims:—

1st. **Its first cost is much less** than that of any Oil in use, of known merit or acknowledged worth.

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PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

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INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

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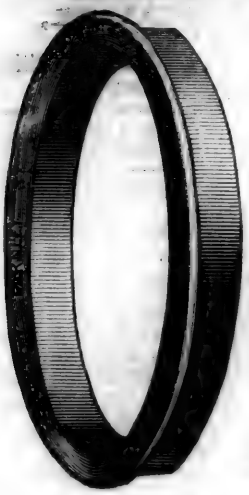
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LAP-WELDED BOILER FLUES,

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Wrought Iron Welded Tubes,

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THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

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Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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JAMES TINKER,
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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

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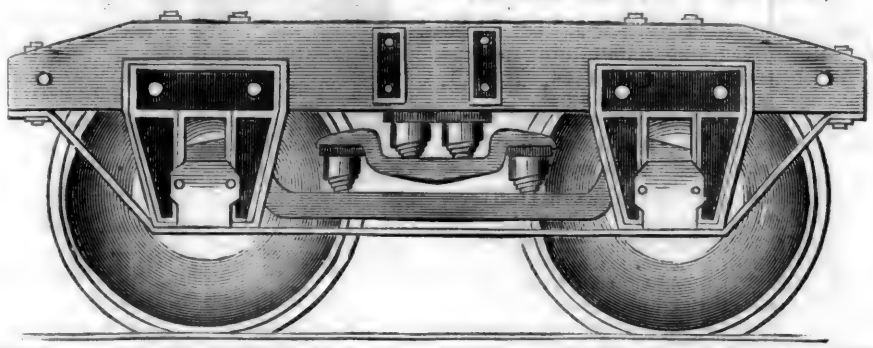
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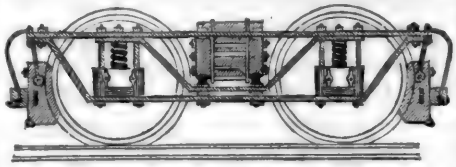
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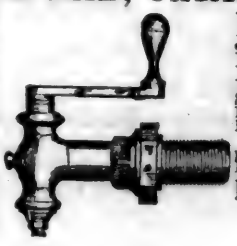
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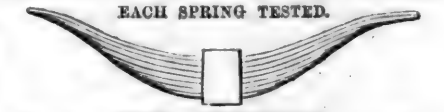
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"Cyclops" Steel Works, Sheffield.



AMERICAN RAILROAD JOURNAL.

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HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Victoria Bridge.....413
Baltimore and Ohio Railroad.....414
Mobile and Great Northern Railroad.....414
Steam Engineering in 1859.....415
Transportation of Plaintiffs' Car over Defendants' Road.....417
Panama Railroad.....417
Public Debt of Virginia.....418
Finances of Connecticut.....419
Buffalo Street Railroads.....419
The Great Eastern.....419
Desjardins Bridge.....419
Finances of the U. S.....420
Railroads of the State of New York.....421
The Share Market.....428
New York and New Haven Railroad.....429
Lexington and Southern Kentucky Railroad..429
Hudson River Railroad.....429
Illinois Central Railroad.....430

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 19, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 390.)

CONCLUDING ARTICLE.

The previous article concluded the description of this structure as an engineering question. We have not sought to detract from the admiration due to its massiveness, or the grandeur of its proportions, but to show the want of relationship between its cost and its object, or the service it was designed to perform. The maintenance of such relationship is, with us, the true test of skill and ability in the profession. It is not the function of railway companies to erect monuments for the gratification of the popular tastes, or to excite wonder, but to execute all in a manner that will produce the largest income on the investment. Such a standard always calls for good, and oftentimes expensive work, but never for unsuitable or extravagant ones.

The Victoria bridge is just one of those cases in which an imaginary necessity overrode all prudential considerations. Canada sought to make her territory the route to market for the products of the interior. She was influenced by the same idea that has wrought so much mischief in the "States." A vast number of our railroads have sprung from the same notion—that they would bring to the community constructing them, the trade of a given area of territory. The assumption was, that commerce follows mathematical lines; and that if merchandise could be sold as cheap in a small town as in a metropolis, all the inhabitants of the former had to do, was to construct a railroad as a certain means of drawing the trade of all the territory that lay nearer to them than to another town, no matter how rich or populous it might be. Experience has demonstrated the fallacy of all such reasonings. Many a flourishing town has been ruined by the very work that was to make it. The moment commerce is lifted from its necessary to convenient channels, by necessary attraction it flows to the great centres. This is its law, which is as certain in its operation as that of gravity.

Another cause which operated very strongly and injuriously in the present case was the peculiar relations that Canada sustained, both to Great Britain and the United States. A work like the Victoria bridge would not have been constructed on any route of similar importance in the United States, for the reason that its absurdity would have been palpable the moment it was suggested.

We know of no route in this country in which such a structure would pay. It would not between New York and Brooklyn, over which 100,000 persons, perhaps, pass daily. It would not across the Hudson, opposite New York, on the great route to Philadelphia. It would not across the Hudson at Albany, to connect the Central with the Hudson River and Western Railroads, three great works. If proposed on routes of *secondary* importance, the extravagance of such a proposition would only provoke ridicule. But the Canadas, from their relations, have no such standards of comparisons. In the matter of railroads they were, when the Victoria bridge was proposed, where we, in the States, were ten years previous, when success was predicated as a matter of course, from every work undertaken. Canada like a good loyal Province, as she is, would not take pattern from the only example she could safely look to. She sought out the most expensive works of the old world as the type for her own, without once thinking of the difference between the richest country in the world, with a population on the line of her public works of more than 500 to the square mile, and constantly moving from the necessities of their pursuits, and a new State almost entirely devoted to agriculture, the density of whose population is not one-twentieth as great, and whose necessities and means for traveling are not one-quarter as great per head. It is too early either in the United States, or Canada, to copy in their works the structures of the old world. The wide differences that exist, are to be respected. In England, costly structures are often a necessity of the political condition of the country. The noble and privileged classes, when they travel, must have accommodations not very far below those to which they are habituated. The necessity shows itself in the elegant character of the structures it is common to meet on the lines of railroad. Take the Great Western Station in London, for an example. We do not feel the necessity for such expenditures, and reject them as unproductive. But Canada, when the Grand Trunk was undertaken, was just in that frame of mind to take all her standards from the mother country. Not only this, but English engineers, accustomed to works of vast magnitude, because adapted to an old rich and populous country, were summoned over to prescribe in a case in which they had not the slightest guidance from experience, and who would have been more than human, could they, without such experience, fully comprehend the difference between the Old World and New. With the physical phenomena of the New, they had no practical acquaintance. They acted just as men always act under such circumstances; they followed the guidance of their own experience and preconceived notions, and were deaf, without knowing it, to all suggestions that might run counter to their own. The idea of a bridge, on the site of the present one, was nothing new. In this country, it was never supposed to involve uncommon difficulties or risks; or to be excessively costly. There were 50 bridge builders in the United States who would have eagerly undertaken the work, giving ample security for its execution and permanency.

The whole matter had been carefully considered

by the most experienced and competent engineer in Canada, who was "to the manor born," and who saw the whole thing in a correct light. The new advisers complimented his experience, just as sincerely as men can who have no sort of realization of what they are talking about. The existence of such a man as Mr. Keefer, Mr. Stephenson only unconsciously assented to, just as we hear and forget conversation that has no interest for us. We, by no means, say this by way of censure to Mr. Stephenson. He was called to a patient, the diagnosis of whose case he was incompetent to take. He had been trained in another school. The mistake he made was in not replying to the application for his services—"You had better follow the direction of your own engineers; their experience will suggest the proper plan for the work. I have not such experience, and am not, consequently, a competent adviser." Such a reply would have saved his countrymen, on whom the loss is eventually to fall, millions.

With regard to our critique upon the structure, we have endeavored to, and we hope we have treated the question fairly. We have given, in all cases the data from which we have reasoned. If we have been wrong in any particular, this can be readily shown. If the bridge cost, either from its plan or execution, an excessive sum, the fault, wherever it is, should be exposed to prevent repetition. We are on dangerous ground the moment we admit any other excellence in a railroad structure than *uses*. A work that costs two dollars, where a different one costing one, would answer equally well, is a faulty one, no matter how ponderous, or artistic, or beautiful it may be. The stockholder who loses his money derives no gratification from such qualities. They are, in fact, a fraud upon him, as a misapplication of his money.

We have certainly written without any prejudice in the case. No one would be more gratified at the success of the bridge, or of the Grand Trunk Railway. But when we see all hope of success destroyed by inappropriate works, upon which millions are recklessly squandered, it is our duty to speak, no matter how great or sacred the names that have counselled or countenanced such wastefulness.

AN AMERICAN ENGINEER.

Port Royal Railroad.

We learn that the survey of the line of this road has been commenced by Mr. C. S. Gadsden, assisted by Messrs. Haynes and Postell. Messrs. Davant, Elliott, and Heyward were present, with other strong friends of the enterprise. The point of commencement was beyond the Salkehatchie, about fifty-two miles from Charleston. The desire is to run, as nearly as practicable, an air line to Sand Bar Ferry, three miles below Augusta. This survey is done under the auspices of the planters, by their own contributions, and furnishes a striking example of enterprise, which, in its results, cannot fail materially to benefit our city.—*Charleston Mercury.*

Selma and Uniontown Railroad.

The Linden *Jeffersonian* states that the engineer employed to survey a route for the continuation of the Selma and Uniontown Railroad to Meridian, commenced his labors at Uniontown on the 16th ult., and that the work will be continued until all the surveys necessary are made. It also expresses the opinion that the route by Dayton, Linden, James' Bluff, is the one that ought to be, and will be, selected.

Baltimore and Ohio Railroad.

OFFICE BALTIMORE AND OHIO RAILROAD CO., April 2d, 1860.

The operations of the Baltimore and Ohio Railroad Company for the fiscal year terminating September 30, 1859, exhibited a reduction of the working expenses of the Main Stem of 19.07 per cent. as compared with the preceding year, and an improvement in the aggregate comparative result on the Main Stem and Branches for the same period of $992,595.37.

As these results were deemed extraordinary, and much interest has been manifested in reference to the business of the company since that period, it has been dicided to present the financial statements for the fiscal half-year closing on the 31st ultimo, which are subjoined.

The gross earnings of the Main Stem have been $1,840,798.45, being an increase compared with the same period of the preceding year of $78,008.80.

The expenses of working and keeping the road and machinery in repair have amounted to $829,697.53, being 45.07 per cent. upon the revenue, exhibiting a decrease compared with the same period of 2.80 per cent., and of 1.49 per cent. as compared with the last full fiscal year, embracing the less expensive period of the summer months.

The company has continued to make its purchases for cash, and is entirely free from floating debt.

During the six months the company has:

1st. Advanced additionally, under the agreement which terminates at the close of the year 1861, after crediting all revenue received to the Northwestern Virginia Company, for the payment of interest, including $45,000 on the bonds of that company, guaranteed by the city of Baltimore, and for expenditures in improving the condition of the road, &c. $160,934 24

2d. Paid for rolling power, (payment to Ross Winans for locomotives under contract assumed for Northwestern Virginia Railroad Co.).... 6,976 00

3d. Increased the several Sinking funds, exclusively by investments from the current net earnings, viz: The Sinking fund for the redemption of the City Loan to $692,114.36, being an increase of..... $20,499 60
For redempt'n of Mortgage debts to $563,055.06, being an increase of..... 149,833 33
For redemption of Ground Rents on Camden Stat'n to $73,471.68, being an increase of..... 12,751 75

Aggregate inc. of Sink'g funds.. 183,084 68

4th. Paid the semi-annual cash dividend of 3 per cent. on the 9th Nov. last on the Capital Stock..... 303,348 00

Exhibiting a total of..... $654,342 92

The company having a surplus of cash beyond its requirements, advanced to the Trustees, who invested a large portion of the interest due on 1st of July next, on the mortgage and ground rent sinking funds, which accretions are embraced in these accounts.

The aggregate of the sinking funds now exhibits the very satisfactory and rapidly increasing basis of $1,328,641.10.

Although two per cent. per annum of the net earnings are absorbed in the maintenance of the sinking funds, the wisdom of the policy is palpable, as full provision is thus made for the payment of the entire funded debt of the company.

The balance of cash in the Treasury on the 31st March was $325,522.38, which was in addition to $165,000 deposited for the payment of interest on the city loan and the bonds of the company, which matures on April 1st.

The bills receivable and sum due from the Post Office Department for mail service amount to $83,569.01. The uncollected revenue is $364,201.26. In anticipation of interest due in London on 1st July next on bonds of State of Maryland, $24,166.67 have been remitted to Messrs. Baring Brothers & Co.

After charging $370,084.87 interest and ground rents, $2,000 in settlement of a suit of 1856, and crediting the dividends and rents received from the Washington Branch, the increments of the sinking funds and house rents received, the net gain is shown for the fiscal half year of $738,726.42, being upwards of 7¼ per cent. on the capital stock.

Deducting the dividend of $303,348, paid on November 9th last, the profit and loss accounts exhibits a surplus of $6,527,695.33, being an increase for the half year of $435,378.42.

The revenue of the Washington Branch for the six months amounted to $216,184.23, and the working expenses to $80,405.44, leaving the net sum of $135,778.79.

The gross revenue shows a decrease from the corresponding period of the preceding year of $12,045.53, and a decrease of working expenses of $11,725.88.

The ratio of working expenses for the six months exhibits a reduction from 40.37 to 37.19 per cent.

The revenue of the North-western Virginia Railroad for the fiscal half year has amounted to $129,607.11, and the working expenses to $90,445.70.

The gross revenue is $6,668.13 less than for the corresponding period of the preceding year, but as the comparative expenses have been reduced $11,266.47, the net result presents an increase of $4,598.34. The ratio of working expenses to revenue for the half year exhibits a comparative decrease from 74.63 to 69.78 per cent.

The aggregate revenues, working expenses and net results of the Main Stem, Washington Branch and North-western Virginia Railroad, for the fiscal half years terminating respectively 31st of March, 1859 and 1860, have been, viz:

	1859.	1860.
REVENUE.		
Main Stem.....	$1,762,789 65	$1,840,798 45
Washington Br'ch.	228,229 76	216,184 23
N. W. Virginia...	136,275 24	129,607 11
	$2,127,294 65	$2,186,589 79
EXPENSES.		
Main Stem.....	$843,943 70	$829,697 53
Washington Branch.	92,131 32	80,405 44
N. W. Virginia.....	101,712 17	90,445 70
	$1,037,787 19	$1,000,548 67
Total increase of gross revenue		$37,238 52
Total decrease of working expenses...		59,295 14
Total increase in net earnings....		$96,533 66

The condition of the road and machinery has not only been fully maintained, but improved.

The large traffic of the company is being transacted with great safety and regularity; the general exemption from accidents continuing to be, as compared with other roads, alike remarkable and gratifying.

Indications of improvement and renewed prosperity in the business of the country are becoming general, and promise still more favorable results for the remainder of the year. By order of the Board.

JOHN W. GARRETT, *President.*

Mobile and Great Northern Railroad.

With reference to the difficulties of the city of Mobile with the Mobile and Great Northern Railroad, the *Advertiser* of that city says:

We learn that the Chancellor of this district has rendered his decision in the case of R. L. Watkins and others against the Tax Collector of Mobile. It will be remembered that an injunction was sued out in the Chancery Court to restrain the Tax Collector from proceeding to collect the taxes assessed under the contract recently made between the city and the Mobile and Great Northern Railroad Company. On the filing of the bill the in-

junction, of course, issued, but, on considering the case, the Chancellor has decided in favor of the legality of the tax, and dissolved the injunction. An appeal will doubtless be taken to the Supreme Court, where the matter will be finally adjudicated at the approaching June term.

Steam Engineering in 1859.

(Continued from p. 328.)

Concluding Remarks—The first paper of this series appeared in the May number, and was intended to point out the avoidable difference existing between the present practice of steam engineering, and that which, if generally adopted, would result in many and undoubtable advantages

It was intended also to indicate that steam engineers were practically neglecting to appreciate the only true principles in steam engineering, on which all economy must rest, and that with few exceptions, we are literally wasting money and time by allowing the manufacture of steam engines to degenerate into a mere trade.

During the past six months, several instances have occurred, in which the possibilty of an indicated horse power being obtained from the consumption of 2½lbs. of coal. has been more than verified, and these instances have, in many particulars, confirmed fully the truth of all we have stated in reference to the economy of steam power.

Paddle engines of considerable power are now regularly working with a consumption less than 2½ lbs. of coal per hour, and this is accomplished with all the disadvantages arising from the use of salt water. This creditable result is due, solely, to an intelligent appreciation, by the designer, of those truthful principles we have endeavored to recommend.

In another case of recent improvements in steam power, by an improved class of boiler, the use of distilled water, conservation of heat, and extensive development of the expansive principle, an indicated horse power has been realized by a consumption considerably less than 2 lbs. of coal per indicated horse power per hour.

In another case, with more limited expansion and pure water for evaporation, the coal consumption has averaged for a considerable period less than 2½ lbs. per indicated horse power per hour.

The above cases in actual practice, are well authenticated, but it is unnecessary to remind the practical reader, that, in the application of steam power, many conditions have to be fulfilled besides that of economizing fuel; cost of construction, simplicity, safety, weight, space, durability, have all to be separately considered; and the greater the change introduced, the longer the time required to test it before it deserves the confidence of the public.

To insure the acceptance of our statements, even by those most indisposed to wander from the beaten track, in all cases we have stated *less* than the truth; that is, present defects have been leniently represented, and the advantage that may be obtained from attention to true principles of economy, has been underrated.

It must not be forgotten that the success of improvements, and more especially their general adoption, are greatly dependent on the moderation of the engineer who introduces them; many a fair and useful change has been kept in abeyance for years, by a want of moderation and judgment in the inventor. Experience teaches us that it requires more judgment to decide how and when to introduce an improvement, than it does to decide on the merits of the improvement itself.

In marine engineering, safety and the greatest possible freedom from risk must be secured, even, if necessary, at the cost of economy; and whoever introduces changes of a radical kind, incurs a heavy responsibility, and may, by a want of prudence, be a curse to his patrons and the profession; but this somewhat severe caution need not disturb or check the honest and earnest inventor; his success is certain, if he is moderate and *progressive*.

There are many good and practical engineers and mechanics, but few practical philosophers—we publish the shell but waste the kernel. When shall we estimate the efficiency of a steam engine by the difference existing between heat expanded and heat utilized? When shall we appreciate the vitality and importance of the true principles of economy, as distinct from mechanical construction? When shall we cease to sacrifice solid advantages to apathy, ignorance, and trade puffery?

In the June number, the generation of steam was considered, and we trust are readers will excuse our requesting particular attention to the statements made on that subject.

Statistics embracing a large field of observation have late been published, giving accurate information on the duty and economy of the Lancashire engines and boilers, and we have the satisfaction of knowing that these statistics have most fully confirmed our own estimates, a matter of no slight importance, when it is remembered that present duty must form the basis from which all improvements spring.

A steam *engine* is attractive to the young steam engineer, but what does he care about the dirty black looking *boiler?* As a general rule (comparatively) he never takes any interest in boiler construction until he is thrown on his own resources, when he is compelled to do so to maintain his credit and position; there are now hundreds of engineers holding important and responsible positions, in positive ignorance of the laws that determine the economical efficiency of a steam boiler—dogmatism takes the place of knowledge, and we pick the fruit of such a state of things in wholesale waste.

Perfect combustion is the starting point in steam generation, and thanks to the perseverance of some, earnest in their adherence to first principles, there is a prospect of great improvement in the furnace arrangements of steam boilers; but it is extraordinary what time it takes to convince engineers that it is impossible to obtain a sufficient supply of air through the grate bars; or that perfect combustion is not attainable except at a very high temperature; and that space should be given to allow the air and gases to combine.

The conversion of coal and air into an equivalent of heat must be the first process—and then, as the second process, that heat can be applied with full effect—but the custom is, by low furnaces and contracted combustion chambers, to begin the second process before the first is half completed, the result being a certain loss.

With brick furnaces a much less space for combination and combustion is sufficient, as the furnace case approaches in temperature that of the furnace itself; but with furnaces inside a steam boiler it is quite different—the plates surrounding the fuel are always at a low temperature compared with that of combustion, and will, if in to close contact with the fuel, absolutely prevent the necessary temperature for perfect combustion ever being attained.

This is so self-evident that the present faulty construction of boiler furnace is quite unaccountable.

In the boilers of the *Great Eastern*, it is quite evident that they were designed in improved accordance with the right principles of construction we have alluded to—the combustion space being in excess of the general practice.

In the June and July numbers, we pointed out the characteristics of the wasteful and economical generation of steam, and as they are more neglected than any other connected with boiler construction, we must yet add a few more statements in illustration.

It must be allowed as undisputed that with an average rate of combustion and a given class of boiler, a certain amount of heat absorbing surface must be given to take up the heat generated in the furnace, minus what is required for draft in the uptake—if this surface is not given, a certain amount of the heat is transferred from the water to the chimney.

Referring to the tables of ratios in the June number, we find experience fully confirms the fact stated above; and it will be found without a single exception, *other points of construction being similar*, the evaporative duty obtained from a pound of coal is always proportionate to the ratio between the heating surface and the rate of combustion, a large ratio increasing, and a small ratio decreasing that duty.

It is matter of sincere regret that we have to select as one of the most striking cases of a neglect of the above undeviating principle of economy, the boilers of the *Great Eastern*.

In February, 1855, the late Mr. Brunel reported to the proprietors of the great ship, that much attention had been paid to economy of fuel in the design of the boilers, and that, to prevent a chance of error, an experimental boiler had been made. After such a report it might have been expected that a maximum evaporation would be obtained from the coal.

At pages 137 and 138, are given two experiments of evaporative duty in boilers of similar construction to those in the *Great Eastern*, except as to the ratio of heating surface to rate of combustion, which was, in the first case, 0·83 to 1, and in the second, 1·9 to 1. The difference of evaporative duty in these boilers was nearly 40 per cent.

In the boilers of the *Great Eastern* there are only some 20 square feet of heat absorbing surface to one square foot of fire grate, and with 100 feet height of chimney, and a high temperature in the uptake, there is every reason to believe, the furnace, when fully supplied, would consume *at least* 20 lbs. of coal per square foot of fire grate. or 430 tons per day, and with dampers fully open, it is difficult to believe that less than 24 or 25 lbs, of coal were burnt per square foot of fire grate. No practical man, who has well considered the subject, can accept the statement, that when working the boilers at their full steaming power, the consumption of coal was only 309 tons a day, or 14 lbs. per square foet of fire grate.

It is no matter of surprise that the water jacket became a second boiler, for it is quite certain, with the deficient heating surface a high wasteful temperature in the uptake is inevitable.

The remedy in the case of the *Great Eastern* is to take away at least one-third of the great surface, and adopt some plan for preventing the loss arising from condensation in the cylinder—the result of such alteration would be a considerable decrease of the coal consumption and a considerable increase in the power of the engines and the speed of the ship.

In steam generation it is simply a matter of *choice* with the steam engineer as to what evaporative duty (within certain limits) he obtains from the fuel—shall it be 6, 7, 8, 9, 10, or 11 lbs. of water evaporated by a pound of coal? He can obtain either result without any radical change in the construction or form of boiler.

Before leaving the subject steam generation, we must once more revert to the defective circulation of the water in marine and locomotive boilers. It is somewhat difficult to estimate the amount of loss incurred by deficient circulation, but there is no difficulty in proving that a considerable loss of evaporation is incurred, and also that another certain evil results—namely, premature dstruction of the conducting metal.

In the August number, "the application of steam as a motive power" was considered, and the importance of maintaining the temperature of the steam in its passage to and through the engine, and of avoiding all premature condensation, was strongly represented.

The economy to be derived from the steam case or jacket round the cylinder is still disputed, but it is strange that the bulk of the objectors to the jacket have, in no case, made a fair comparison of economy by dynamometer or indicator, with and without the jacket. Cornish engineers object on account of the piston packing being effected by the heat given out by the jacket. To remedy this, the jacket was removed. and "they never noticed any increased consumption of coal." Most scientific conclusion, truly! !

In addition to the cases already given of econo-

my derived from the application of steam jackets, we may add two more. In each case the experiments were carefully made with and without the jacket. In the first case a saving of 27 per cent. was realized with the jacket, and the water condensed in it was less than 5 per cent. of the total quantity evaporated.

In the second case the saving was 22 per cent. with the jacket. The water condensed in it not being ascertained.

There are two points worth consideration in estimating the economy to be derived from steam jackets in condensing engines. The first is, that there is condensation only, and no re vaporation in the jacket as in the cylinder. And secondly, that during half of each stroke the condensation in the jacket is practically uniform at all rates of expansion. It must also be borne in mind the re-evaporation that takes place during the exhaust stroke in the cylinder, not only robs heats from it, but requires increased duty from the condenser.

Superheated steam with an old boiler is often an evidence of original defective construction, but applied to a well designed new boiler it has advantages difficult to obtain in any other way. Any plan by which a greater amount of useful effect can be derived from the heat generated in the furnace, is a step in the right direction, and time and experience alone will prove what effect the highly heated steam has upon the working valve and cylinder surfaces.

There is a striking similarity in the amount of economy derived from the use of steam jackets and that of superheated steam.

Without expansion, 40 lbs. weight of steam will give an indicated horse power; with an expansion of three times, or cut off at one fourth the stroke, 18 lbs. weight of steam will give an indicated horse power, making no allowance for leakage or condensation. Supposing steam jackets applied, and allowing one-fifth for condensation, leakage, &c., and assuming 10 lbs. of water to be evaporated by one pound of coal, and the steam to be expanded three times, *practically* an indicated horse power can be obtained by the consumption of 2¼ lbs. of coal, just one-half of the present average consumption, and this result can be realized without any great change in engine or boiler construction; and be it remembered when this improvement has been effected, we have only *began* to economize. As a commencement, an average of 2½ lbs. of coal to the indicated horse power will be acceptable, and when that is accomplished, we shall find many pioneers doing the same duty with one pound.

As the indicator does not give us the power absorbed in friction, in and beyond the machine, it is impossible to use it in comparing the efficiency of two engines of a different class; for instance, a compound or Woolf engine having the same indicated power and consumption of coal as a single cylinder engine, would necessarily be the least efficient of the two from the increased friction.

The indicated power of the "*Great Eastern's*" engines has been published as 7,600 when working full power, and consuming 300 tons of coal per day; this gives 3¾ lbs. of coal per indicated horse power per hour; but for reasons we have given as to the evaporative duty of the boilers, and from the limited expansion employed, it is to be feared that at least 4¾ or 5 lbs. are required per indicated horse power per hour; a most unsatisfactory result.

In some experiments with engines and boilers similar in proportion to those in the "*Great Eastern*," 4¾ lbs. of coal were consumed per indicated horse power per hour, working under favorable circumstances; and from the class of engines adopted for the screw, a less favorable result even than that referred to, must be expected from them.

It may be taken for granted that if there had been sufficient boiler power in the "*Great Eastern*" to indicate the anticipated 10,000 actual horse power, at least 500 tons of coal would have been consumed per day.

Notwithstanding the adoption, by an eminent firm, of trunk engines for screw propulsion, as simple and compact in a mechanical point of view, they are, by their very construction and the cooling surface exposed, inadmissible as economical engines; and when we practically recognize the truth, that economy of fuel is the great desideratum, this description of engine will be as neglected as it deserves to be. For naval purposes, horizontal engines with double piston rods are almost equally compact with the trunk, and can be worked with very much less waste of fuel.

Reformation always springs from the people; as in politics and religion, so in science, those high in professional position are too often only the remote followers, and not, nay never, the pioneers, or even the encourages of improvements.

To which of our great engineering firms is steam engineering indebted for a due attention to economical principles of construction? Do they not in daily practice ignore the existence of power in heat?

Strange, but most true is it, that the highest price is often given for steam machinery, in the arrangement of which there has been the least attention paid to economical efficiency.

We are loth to believe that the value of a steam engine is to be regulated solely by the excellence of its mechanism and workmanship.

It is quite certain that our government, through its engineering officials, has been instrumental, to an alarming extent, in repressing improvement, and encouraging the "let alone" system in the steam machinery of the navy.

A few fortunate inventors, by (to them) an age of perseverance and a determination not to be discouraged by any amount of official ignorance and red tapeism, have succeeded in obtaining a fair trial of their inventions; but most men who have matured improvements, will not subject themselves to the uncertainty of governmental patronage.

For instance, if an engineer succeeds in reducing the present consumption of fuel by some well proved improvements on boilers or engines, he dare not submit his plans to the Admiralty, because he knows too well the jury will have to give the verdict; and if the great contracting firms who supply Government with marine engineers of the old wasteful type, should disapprove his new plans, where is there a court of appeal? He is forewarned by the experience of others, that the chances are one hundred to one against him.

Better days may, and they assuredly will, come, when all who are competent will be allowed to compete for Government orders, and at the present moment the list of privileged firms is being wisely extended.

It would be difficult to estimate the advantage to the country of offering a premium for the best arrangement of steam machinery for the gunboats; they are used in a service that requires them to have the following qualifications: *First*, to be easily concealed from the sight or hearing of the enemy; *Secondly*, to go the greatest distance with the least weight of fuel; *Thirdly*, to require a minimum amount of repair; and, *Fourthly*, to be able to raise steam at the shortest notice: these are the requirements of the service they are built for. How are they fulfilled?

1. They have a puff blast in the chimney to attract the sight and hearing of enemy.

2. They are wasteful on fuel and go the least possible distance with a maximum comsumption.

3. They require more decided, extensive, and constant repair than any other class of machinery in Her Majesty's Navy, and

4. From two to three hours are required to raise the steam.

Never surely, was there a more striking instance of success in trying "how not to do it."

There is no difficulty whatever by simple and inexpensive alteration in the gunboat boilers and engines, in getting rid of the steam blast in the chimney; reducing the consumption of fuel one-half, to accomplish the same distance as before, or in other words to propel the boats twice the distance for the same amount of fuel; supplying the boilers with pure water, thus avoiding the heavy repairs rendered necessary by the use of salt water in small boilers that cannot be cleaned; and lastly, raising the steam in one-fourth the time required at present.

To those entering the field of steam enginering, we would say, despise no man's opinion or experience—hear all you can, but be careful what you retain for use—those engineers who have been noted for their disrespect and contempt for the opinions of others, are always those who have much the greatest blunders in their own practice.

Successful engineering consists greatly in a wise selection from an extensive experience, and not from that alone of one individual, which is necessarily partial and limited.

In the design and construction of steam engines, the manufacturer is seldom in a position to keep pace with the requirements of the users of steam power, and in proposing changes of construction, tending to economize, he has some difficulty in obtaining compensation for additional cost in increasing the duty realized from a given amount of fuel

If in the construction of railways it was found necessary to introduce a professional man between the proprietor and the contractor, it is still more necessary in the construction of steam machinery, if it is wished to have that machinery designed on the best principles.

At the same time, however, we fear steam engineers of the ability and judgment necessary to take this middle position, are very difficult to be found, and too often the duties are undertaken by incompetent and inexperienced men, who by their blunders create a prejudice against a division of labor that benefits both the user and the manufacturer of steam machinery.

The wide, and we may add, the opening field of steam engineering is full of promise, indeed there is no branch of engineering to be compared with it as regards a certainty of radical and extensive improvement.

In marine engineering, alone, a lifetime is required to make but limited progress, and the influence of that progress will be felt throughout the whole world.

Finally, we must express the hope that these papers will not be entirely fruitless, but that some of our readers will, by their perusal, be induced to assist in the great and important work of STEAM REFORMATION.—*London Artizan.*

Bridge Over the Schuylkill.

The plan for a cast-iron bridge across the Schuylkill, at Chestnut street, Philadelphia, adopted by the Common Council, is that furnished by Strickland Kneass, Chief Engineer and Surveyor. The bridge will have two spans of 185 feet each, the centre pier resting upon a rock in the middle of the river. There will be a 20 feet rise of each, and each span will be composed of seven cast-iron arches. The carriage way is to be 25 feet in width, with footways of 8 feet on each side. The bridge will be highly ornamental, in Gothic detail. The approach to the east side of the bridge will commence with masonry on Twenty-third street, with a bridge crossing Twenty-fourth street, with connecting steps for foot-passengers. On the west side the grade will be raised from Bridgewater street, with masonry to Keen street. The abutment on this side of the river upon solid rock. As to the durability of cast iron bridges, much was said in the Councils, some of the members inclining to wooden and stone bridges; but the committee having the matter in charge, examined the subject thoroughly, and consulted with several engineers, all of whom approved of the plan submitted. Mr. Joseph Harisson, Jr., submitted for inspection the drawings of a cast iron bridge erected by himself across the river Neva, at St. Petersburg, Russia, of seven spans, 156 feet, being the largest. He says: "This bridge was thrown open to public use in 1850, and has undergone the extreme changes of temperature incident to a latitude nearly as high as 60° north, and I have heard no complaint or misgivings growing out of the fact of its being made of cast iron." The cost of building this bridge will be as follows: Cast iron bridge, $110,000; masonry, piers, etc., $190,000—total,

$300 000. From which deduct $100,000 to be paid by Passenger Railroad, will leave the sum of $200,000 to be provided for by the city.—*Philadelphia Ledger.*

Journal of Railroad Law.

TRANSPORTATION OF PLAINTIFFS' CAR OVER DEFENDANTS' ROAD. LIABILITY OF DEFENDANTS FOR, AS COMMON CARRIERS.

The increase of railroad business, the number of chartered companies, and the continuous lines of railroad through the different States, render mutual assistance and accommodation a matter not only of importance but of necessity. It is a common occurrence for one company to take one or more cars of another road connecting with it over its own track, and receiving therefor a proper compensation. In cases of this kind, it becomes a matter of importance to understand the nature and extent of the liability of the company for the safe conveyance of the car over its road. Are they held to the strict liability which the rule of law applies to common carriers? Does the acts of God, or the public enemies, constitute the only defences that they make to an action against them for damages?

It has been held where a party merely tows a boat, furnishing nothing but the motive power, and exercising no control over it, that he is not liable as a common carrier; and in the case of the Pennsylvania Railroad Company *vs.* The New Jersey Railroad Company, decided in the Supreme Court of the State of New Jersey, and which we are now to consider, the defendants attempted to draw this analogy, but the Court decided against them, holding that the cases were not similar.

The plaintiffs in this case brought their action to enforce compensation for damages received by the plaintiffs in the destruction of a car, which, in process of transportation over the defendants road, had been thrown from the track.

The defence was that a special contract had been entered into between the parties, by their agents, by which the car was to be carried at the risk of the plaintiffs.

The case was tried at the Essex Circuit, and a verdict rendered for the plaintiffs for $2,534.60 damages. From this judgment the defendant appealed to the Supreme Court, asking a new trial upon the grounds specified in the opinion of the Court, which opinion was as follows:

POTTS, J.—The first ground relied on for a new trial, is, that the special contract alleged was clearly established by the weight of evidence; and if this is so, the verdict undoubtedly should have been for the defendants.

The contract, whatever it was, was made in May, 1850, between Woodruff, as agent of the defendants, and Wasson, as agent of the plaintiffs. The cause was tried in January, 1856, nearly six years afterwards; and, as the alleged contract rested in parol, the jury had to consider how far it was probable the lapse of time had added to the uncertainty of the testimony adduced. This consideration naturally weighed most strongly against the defendants, because the *onus* was upon them to establish the special contract they set up by way of defence.

Where a common carrier undertakes to transport an article in his line of business, the legal presumption is that he does it subject to his common law liability. And that this presumption remains until it is overcome by positive proof of a special agreement. Now in this case, Woodruff and Wasson, the immediate parties to the transaction, are directly in conflict. Woodruff swears that he told Wasson the car was to go at his (Wasson's) risk, and that Wasson assented to it; while Wasson, as expressly and positively, swears that he never made any such contract as that it should be carried at the risk of the plaintiffs. It is true Mr. Counsellor testifies that he was present at a part of a conversation between Wasson and Woodruff, in which he heard the latter say to the former, that the company would take no responsibility at all; and heard Wasson reply, that he thought there was no risk—that he was going with the car, and was willing to run the risk; but what was said after this, he does not know. And it is also true that Mr. Woodruff produced a written memorandum, which he said was made by himself at the time, expressing that the car was to go at the risk of the party applying to have it transported. But some doubt was thrown over Mr. Woodruff's testimony as to the time when it was made, the memorandum being dated the 9th of May—while from Mr. Jackson's letter, informing the plaintiffs of the injury sustained by the car, it would appear that the accident occurred on the 15th. This was the only *direct* testimony in relation to the contract. And the jury who saw the witnesses, and heard the whole evidence, having weighed and come to the conclusion that it was not conclusive against the plaintiffs, I do not think we ought to disturb their verdict on that ground. It was the fault of the defendants if they meant to make a special contract, that they did not put it in a more definite and certain shape.

The point was incidentally made upon the argument, that this was not a case of *carrying* at all, but was analogous to that of towing a boat upon a water navigation, where the party supplying the motive power does not receive the boat into their custody, or exercise any control over it other than such as results from the act of towing; in which case it has been held that the common law liability of carriers does not attach. This doctrine has also been denied or doubted. But, however the rule may be in cases of towing boats under these circumstances, the analogy does not hold good in the present case. Here the defendants received the car to take over their road, and had exclusive charge of it, though they took it on its own trucks.

In the second place, it is argued that the court below erred in instructing the jury, that though the plaintiffs or their agents made misrepresentations to the defendants of the character and measurement of the car to be transported, yet that if such misrepresentations related to matters which might have been ascertained by the defendants by measurement and examination, that such misrepresentations cannot be held to be a deception. It appeared in evidence that Wasson had stated to the employees of the New Jersey road that the gauge of this car was one and a-half inches narrower than the road, whereas, in fact, it was two inches narrower; and also, that Cumming's cars, which had been taken over the road were of the same gauge as this, whereas the plaintiff's car had a narrower tread than Cumming's, amounting to half an inch on each wheel, making an inch difference in the tread. And it is alleged that it was these misrepresentations of Wasson which induced the defendants to take the car on its own trucks, and which occasioned its running off the road.

But it is clear that if the agents of the defendants had measured the gauge and tread of the car before putting it on the track, or examined it when on, they would have discovered the precise extent of both gauge and tread. They were, so to say, deceived with their eyes open. The facts were patent—discoverable by inspection, or by measurement; and the court said in substance, that if this was so, it was their own fault if they were deceived. In this there was no error.

When an article is delivered to a common carrier for transportation, he must exercise his own judgment as to the mode of carrying it, and cannot shelter himself from the consequences of his common law liability by setting up misrepresentations, unless they respect matters which are *latent* in their character.

As to the third ground relied on, to wit that it did not appear, that the car was the property of the plaintiff at the time, I think the evidence was sufficient to warrant the verdict.

The judgment of the court below was, therefore, affirmed.

Panama Railroad.

The report of Senor Gutierez, Minister of Finance of the Granadian Confederation, presented to Congress at Bogota, on the 1st of February this year, contains the following passage relative to the Panama Railroad:

The National Treasury is a participant in the profits of this undertaking, in conformity with the existing contract, and in virtue of it our Minister near the North American Union has made and is taking the necessary steps for the liquidation and recovery of said profits; for although the company has successively paid a part of them in past years, the method in which they deduced them deprived the Treasury of the complete amount that really belonged to it. For this reason, and in virtue of instructions given to the Attorney-General of the nation, the necessary suit was commenced before the Supreme Court for the settlement of the disputed point; but lately the executive power has learned with much satisfaction, through the reports of the said Minister, that the company is disposed to settle the matter without legal intervention, acknowledging the rights that the government possesses in the said undertaking, which up to the present time has produced on an average $19,000 a year. The accounts for 1859 have not been received yet, and for this reason it is impossible to include them in the estimate for last year. An extract of the receipts, expenses, profits and dividends of this inter-oceanic works from 1852, when the road was opened, to December, 1858, is presented in the adjoined table, which has been formed from the accounts rendered by the company to Minister of the Confederation, and which he has forwarded to the executive power. The following is the statement referred to:

Gross profits of the Panama R. R. from 1852 to December, 1858		$6,334,320
General expenses and depreciation of material	$2,905,882	
Dividends	2,786,240	
New Granadian proportion	83,156	
Do. 5 per cent. on mails	30,000	
Total disbursement	$5,805,278	
Bal. on hand Dec. 31, 1858	529,041	
		6,334,320

In addition to the $83,156 received as per centage on the dividends by New Granada, the table shows a further sum of $37,998 is claimed by the government, which amount is the subject of the arbitration referred to.

New York State Banks.

The following is a summary of the quarterly statement of the banks of this State, showing their condition on Saturday, the 31st of May last. From a comparison of the figures with those of the previous statement, the following changes wil be noted:—

Discounts, increase	$3,326,231
Specie, do.	3,698,983
Circulation, decrease	518,347
Deposits, increase	7,780,478
Capital, decrease	279,902

SUMMARY OF THE CONDITION OF THE NEW YORK STATE BANKS.

Resources.	Dec. 10.	March 31.
Loans & disc'ts.	$191,962,617	195,288,848
Overdrafts, $8 &	358,798	346,969
Due from banks	13,594,249	14,379,709
Due from directors	7,340,051	7,440,526
Due fr. brokers.	4,704,847	3,838,783
Real estate, $10,000 and	8,735,526	10,000 & 8,751,423
Specie	20,921,545	24,620,528
Cash items	17,376,759	21,002,939
Stocks and promissory notes,	26,897,874	28,228,850
Bonds and mortgages	8,029,917	7,737,514
Bills of solvent banks	2,261,723	2,247,546
Bills of suspended banks, $72 &	1,418	122 & 1,195
Loss & expense account.	1,953,740	1,274,560
Add for cents	988	973
Total	$291,085,154	$303,882,054
Liabilities.		
Capital	$111,441,320	$111,161,418
Circulation	29,959,506	29,441,159
Profits	13,738,012	12,630,829
Due banks	28,807,249	35,626,768
Due individuals and corporations other than banks	1,203,330	1,208,358
Due Treasurer of State	1,969,880	2,201,535
Due depositors on demand.	102,109,393	109,889,871
Amount due not included under either the above heads	1,855,947	1,718,626
Add for cents	517	490
Total	$291,085,154	$303,882,054

Three hundred and five banks reported, including the Bank of Corning and Onondaga County Bank (which two did not report), supposed to be winding up. H. J. Messenger's Bank, Marathon, Cortland county, has gone into operation since 31st of March; and since making its report for 31st March, the Bank of Central New York, Utica, has been placed in the hands of a receiver, Joseph Benedict, Esq., Utica.

Hoboken Railroad.

We are informed that Mr. Edwin Stevens is perfecting his arrangements for constructing his railroad from Hoboken to Newark, and it is believed that work will be commenced at the Hackensack river within a week or two. The lumber for the bridge over the river has been purchased, and is now on its way to that point. A tract of land has been purchased beyond the Hackensack near the mouth of the Bergen Tunnel, whence dirt will be conveyed to form the bed of the road across the Meadows. Whether the enterprise will or will not encounter embarrassment, as has been naturally expected, remains to be seen.—*Trenton Gazette.*

Harrisburg Car Works.

The Harrisburg Car Company, who fill orders for cast and wrought iron work, are furnishing a large proportion of the iron work for the new round house and shops of the Pennsylvania Railroad Company, which are now in progress of erection on the west side of the railroad track, exactly opposite the Car Company's spacious and well-arranged shops.

The round house is 280 feet in diamater, with a turn-table in the centre 54 feet in diameter, and forty-four diverging tracks for locomotives.

In addition to the varied and numerous castings for the Pennsylvania Railroad Company, the Car Company have also recently supplied wrought iron work for the Pennsylvania Canal.

Among the cars under way in the Harrisburg Car Company's shops, are passenger and coal cars for the Northern Central Railroad Company. A few year's ago, when the Harrisburg Car Company's shops were erected, they seemed quite outside of the town. Meanwhile, however, the extension of Harrisburg has been *northward*, till now the vicinity of the Car Works is the liveliest scene of improvement and of progress, visible in the growing capital city of this State.—*U. S. R. R. & Min. Reg.*

The Public Debt of Virginia.

The following is the statement of the Auditor of Virginia in relation to the finances of the State, communicated to Messrs. Peters, Campbell & Co., of this city, in reply to inquiries made by them on the subject:

AUDITOR'S OFFICE, RICHMOND, VA., April 30, 1860.

Your favor of the 26th inst. has been received, and in part compliance with your request, I send you a copy of my last biennial report, and call your attention to pages 77, 78 and 79, where you will find a statement showing the actual condition of the public debt on the 1st day of October, 1859.

All the primary or actual debt of the State, held by others than the Commissioners of the Sinking Fund, was on that day, $26,106,659.43, but for *taxing purposes*, the debt includes not only $1,261,843 of the old debt, actually redeemed and cancelled, but $1,083,657.20 of the new debt, purchased and held by the Commissioner of the Sinking Fund, making $31,452,159.63, on which 7 per cent. is annually raised to pay the interest, and one per cent. Sinking Fund, required by the Constitution to redeem and cancel the debt in 34 years.

The actual debt on the first day of October, 1859, may therefore be put down at		$29,106,659 43
Appropriations made prior to the 1st of October, 1859, which on that day had not been called for and funded, amounting to $2,970,417.37—of this amount it is possible there will be called for and funded	$2,500,000	
The last Legislature appropr'ted to the James River and Kanawha Canal	500,000	
Rivanna Navigation Co.	60,000	
Alexandria, Loudoun & Hampshire R. R. Co.	660,000	
Manassas Gap R. R. Co.	350,000	
Covington and Ohio R.R. Co. (in all the years 1860-'61-'62)	2,500,000	
Norfolk and Petersburg R. R. Co.	300,000	
Danville Extension	350,000	
Armory	500,000	
Virg'a Central R. R. Co.	600,000	
All turnpike roads, (actual amount not ascertained,) say	200,000	
		8,520,000 00
Tot. present and prospective debt.		$37,626,659 43

The State has guaranteed the bonds of certain corporations, amounting to $3,898,500, for the details of which see Second Auditor's Report, Doc. No. 8, page 25. The interest on those of the James River and Kanawha Canal and Chesapeake and Ohio Canal, has been paid by the State for several years, and a bill has been passed by the Legislature to issue the bonds of the State in lieu of the guaranteed bonds of the James River and Kanawha Canal, which, without increasing the State's liability, and without increasing the annual charge upon the Treasury beyond the one per cent. required by the Constitution, will add to the *direct* debt of the State the sum of

$2,260,000 00	
Total present and prospective debt brought forward	37,626,659 43
Making a total direct debt of.	$39,886,659 43

There is in addition to this amount $500,000 bonds of the Chesapeake and Ohio Canal, guaranteed by the State, on which she has paid, and will continue to pay, the interest. All the other guarantees in the table referred to are merely nominal, as the principals are amply able to pay, and must continue able, unless the inhabitants of the cities, in their private capacity, shall all prove insolvent, which is not to be presumed.

Then bring forward the entire debt existing on October 1, 1859		$29,106,659 43
Add all former and subsequent appropriations	8,520,000 00	
Add, also, bonds of James River and Kanawha Canal, guaranteed and authorized to be funded	2,260,000 00	
Total		$39,886,659 43
Add the only remaining liability, viz: the guaranteed bonds of the Chesapeake and Ohio Canal	500,000 00	
Total of all debts and liabilities		$40,386,659 43

It will be observed, also, by reference to page 392 of my report, that less than 4 per cent. of the value of the property in the Commonwealth will pay off the entire debt and liabilities of the State. Besides this solid source, I refer you to page 59 of the Second Auditor's Report, which shows the Commonwealth possesses investments (without estimating anything for investments to be made of the recent appropriations) amounting to $35,357,469.82, of which $10,057,540.06—yielding return to the State of 7 per cent. per annum—are, on that account, put down as "productive."

Thus it will be seen that, *against a debt of forty millions, the State has investments of thirty five millions, ten of which are, and will continue to be, productive*, with property, which, if equally divided amongst every man, woman and child in the Commonwealth, would give to each $1,050; and property on the value of which 4 per cent. would pay off the State's entire debt and liabilities. Taken in connection with the proverbial honor of her agents and representatives, it is a little strange that a suspicion of the credit of her securities for permanent investment should exist. It cannot exist in any well-informed minds, and I trust you will be able to correct any erroneous impressions which may have prevailed.

J. M. BURNETT, *Auditor.*

Penn Haven and White Haven Railroad.

At a meeting of the stockholders of the Penn Haven and White Haven Railroad at Mauch Chunk, the following officers were elected: Directors, A. Packer, (President,) W. H. Gatzmer, Robert Lockhart, R. F. Stockton, R. H. Sayre, and John N. Hutchinson, (Secretary and Treasurer.)

It is now ascertained to a certainty that this important road will be constructed with as little delay as possible. It will be the last link of some eighteen miles of the nearest railroad route between Philadelphia and also between New York and the Wyoming Valley. The company, under the supplement to its charter, passed at the last session of the Legislature, may purchase any existing railroad along the route, or start from any point along the Lehigh, within Carbon County, to White Haven.—*Mauch Chunk Gazette, May* 10.

Finances of Connecticut.

The message of the Governor of Connecticut gives the receipts into the Treasury of the State for the year ending April 1, as follows:

For dividends on bank stocks	$26,470 00
For taxes from towns	117,686 04
Do. railroads	18,420 85
Do. savings banks	44,157 51
Do. stocks of non-residents	10,765 30
From other sources	21,954 86
For bills payable	50,000 00
Total	$302,160 00

The expenditures were:

State expenses and int'st.	$222,270 95	
Bills payable	65,000 00	
		287,270 95
Cash in Treasury		$14,889 65

The expenses of the year are $19,934 38 less those of the preceding year. The indebtedness of the State, after deducting the amount in the Treasury, and $968 31 due from the towns, is $34,142 04.

There are 73 banks in the State, with an aggregate capital of $21,626,167

A circulation of	7,703,996
Deposits amounting to	5,463,540
Specie amounting to	950,138
Specie funds deposited in Boston and New York for the redemption of their bills	2,935,054

The whole length of railroads built within the State is 602 miles, constructed at a cost of $29,831,532 04, of which $18,727,717 31 has been paid in. The gross income has been $3,527,903 79, which is an increase of $409,921 64. The net income has been $1,221,797 51, or 4 per cent. on the cost, showing an increase of $175,392 59.

Buffalo Street Railroads.

The construction of two or three street railroads in this city is now to all appearance a fixed fact. The franchise for the Niagara and Main street roads has been granted by the Council and accepted by the grantees, and we learn that it is expected to go on immediately with their construction. The Common Council have permitted Mr. Beers, the patentee of a new form of rail, to lay down a track on Exchange street at the corner of Washington, to test the advantages of that peculiar form of rail. The appearance of the work, as completed yesterday, was more in accordance with our ideas of a perfect rail, than anything we have seen elsewhere. The track forms no obstruction to the passage of ordinary vehicles, the rail itself is continuous and presents no jolts at the ends, and the entire structure is iron, leaving no wooden ties or string pieces beneath the ground to rot and thus necessitate the frequent reconstruction of the road. There seems to be no reason why the rail once laid down should not stay *in situ* until worn out. The rail is of cast iron and weighs 75 lbs. to the yard. We have been furnished the following figures of the relative cost of the two forms of rail:

THE WOODEN OR PHILADELPHIA PLAN.

First cost, $8,000—interest for 12½ years.	$15,000
Relay at 5 years, $6,000—interest for 7½ years	9,150
Relay at 10 years, $6,000—interest for 2½ years	7,050
Current repairs, $200 yearly—interest for 6 years	3,550
Total	$34,700

THE IRON PLAN.

First cost, $8,000—interest for 12½ years.	$15,000
Yearly repairs, $50—interest for 6 years..	887
Total	$15,887

This estimate gives an expense of $15,887 or $1,271 per year for the iron plan, and $34,700 or $2,776 per year for the wooden plan—saving by the adoption of the former, $18,813 in twelve and a half years, or $45,150 in thirty years, at which time the charter expires.

One advantage of the iron plan is that the rail will be a home manufacture, cast in Buffalo furnaces. Of course this is a matter to be decided by the companies, with a view to their own interests. If they have the same faith in the iron plan that we have from the casual examination we have given it, they will adopt it. The experimental bit of road laid down on Exchange street, will soon furnish evidence of its durability under the constant wear and tear of heavy carriages passing over it.—*Buffalo Com. Adv.*

The Great Eastern.

There appears to be no doubt whatever that the great ship will be ready to try its powers on the Atlantic by the latter end of May. The contracts for the works necessary to fit the ship for sea have been taken, and they are being prosecuted with the utmost vigor. Mr. SCOTT RUSSELL has now nothing whatever to do with the ship; his contracts have come to an end, and even the interminable arbitration upon the differences between the company and himself have, it is understood, been brought to a close by sheer weariness of all the parties; and something like a compromise of all matters in dispute has been, or will probably shortly be, agreed upon on both sides. The works necessary to be completed before the start for America are mainly those which are required to be performed by the Board of Trade before the grant of the necessary certificate under the Passengers' Act. But, in order that nothing should be wanting to make the *Great Eastern* as perfect and as complete as possible in every department, a most careful examination of the machinery has been made by Messrs. PENN and FIELD, and the hull and fittings have been most carefully looked into by eminent ship-surveyors. The result of all this examination has been to show how greatly exaggerated were all those descriptions of her imperfect state which many persons, from various motives, had circulated with respect to this magnificent ship. Every suggestion made by "competent" parties has been adopted by the new Board of Directors, and the whole expense of the works, including those that are actually necessary, and others which may be considered as improvements, will not exceed £20,000. The works which have been taken in hand include the building of new store-rooms on board, some additional stanchions to support the cargo deck, some alterations in the davits for hanging the boats, and some additional supports to the sides of the coal bunkers. One rather heavy affair is the construction of a tunnel for the passage of the crew, engineers and others, through the coal bunkers. This has involved a considerable amount of labor, and 2,500 tons of coal have had to be removed in order to get at the work. These tunnels will be fitted with water-tight doors at each of the compartments, and will be useful for giving increased ventilation, and afford facilities for testing the temperature of the coal in the "bunkers"—an important consideration, when it is considered that some 10,000 tons of coal are stowed away in these parts of the ship. Some alterations are also to be made in the packing of the iron masts, the india rubber hitherto used being about to be replaced by hornbeam, or some less elastic substance. In addition to the squadron of twenty small boats, with which the ship is at present provided, there will be two others of unusually large size, equal in fact to moderate sized schooners, their dimensions being 50 feet in length by 13 in width. Their saloons and cabins, which were unfinished when the ship left the Thames, are also to be completed before the Atlantic trip. The planking of the deck will remain unchanged, though admitted on all hands to be a piece of notoriously bad workmanship upon very bad timber. In addition to the improvements mentioned, there are a number of small details required to be attended to in the engines and machinery.

The Board have appointed Mr. THOMAS BOLD, one of the late directors, to the post of General Manager. No appointment of Captain of the ship has yet been made, but the general opinion appears to be that Capt. VINEHALL, Superintendent of the Mediterranean Steam Navigation Company, will be appointed.—*London Observer.*

The Loughridge Brake in the Northwest.

The following is the official report of the trial of this brake on the Chicago and Milwaukee road. It will be observed that it covers all the strong meritorious points so necessary to the practical operation of an invention so important:

TREMONT HOUSE, Chicago, April 7, 1860.

WM. LOUGHRIDGE, Esq.—Dear Sir: In behalf of a committee who yesterday witnessed a practical test of the utility of your "Graduating Car Brake," I would state that several experiments were made with a train of three cars upon the Chicago and Milwaukee railroad, and a favorable use of the hand brake was made upon which our calculations are based, and we are of opinion that your brake has a clear advantage of 25 per cent. over the hand brake, in point of distance in which a train can be stopped. Your brake also possesses material advantages over the hand brake, from the fact that the engineer has at *all times* the power of an immediate application of the brakes, in cases of emergency, when a few seconds of time may save life and property. Very truly,

P. A. HALL, Chairman.

Desjardins Bridge.

The President, C. J. Bridges, and the Chief Engineer, G. Lowe Reid, accompanied by several of the directors of the Great Western Railway Co., and a number of citizens, recently visited the new bridge, which has just been erected over the Desjardins Canal, for the purpose of testing its stability and trustworthiness. The test was of the most satisfactory and unmistakable character, leaving no room for doubt that the bridge is as strong as it is possible to make such a structure, and capable of bearing a weight six times heavier than possibly can be put upon it at one time. Two of the heaviest freight engines in the company's service, were selected to test the bridge. These engines, with their tenders, fully equipped, weigh upward of one hundred tons, and though the bearings of the ends of the bridge were only temporarily adjusted, the deflection was only *three tenths of an inch*. When everything is properly finished up, in ordinary trains there will be no perceptible deflection in the bridge at all, such is its immense strength. The following is a general description of it:

The bridge consists of two tubular girders of wrought iron—the line of railways passing between them—supported by wrought iron floor-beams, which rest on the bottom flanges of the girder. Its clear span is 66 feet. The girders are 9 feet in height over the turn-table, 3½ feet at their extremities, and 2 feet in width, having double webs of solid plates connecting the top and bottom flanges. The weight of the girders and floor-beams is 62½ tons, that of the turn-table and gearing 30 tons, and the flooring, etc., 15 tons, making in all 107½ tons. The flooring is composed of 3½ inch oak plank, laid crosswise, in preference to iron which is generally used; this is brought up flush with the rail, so that if a train should happen to get off the track while on the bridge there would be no fall from the rail to the floor, which is amply strong enough to support the weight of an engine or train. The heaviest load that can ever be brought to bear upon the bridge at any one time, will only strain the girders to the extent of 3½ tons per square inch, while their breaking strain is 20 tons per square inch, or six times the amount of pressure which it is possible to bring upon them. The cost of the structure will be nearly $20,000. (?) The iron work was manufactured by the Messrs. Fairbairn & Son, of Manchester, England, who sent out with it one of their most trustworthy foremen, Mr. Lambert, to superintend its putting together.—*Spectator, Hamilton, C. W.*

Finances of the U. S.

The following is the official statement of the receipts and expenditures of the United States, for the quarter ending March 31, 1860, exclusive of Trust Funds and Treasury Notes funded:

RECEIPTS.

From customs	$14,962,783 68
From sales of public lands	505,591 83
From Treasury notes issued per act of Dec. 23, 1857	5,588,200 00
From loan per act of June 14, 1858	1,110,000 00
From incidental and miscellaneous sources	248,915 72
Total	$22,415,491 23

EXPENDITURES.

Civil, foreign intercourse, and miscellaneous		$11,497,474 38
Interior (pensions and Indian)		1,095,517 41
War		3,086,975 57
Navy		2,444,409 19
Payment to creditors of Texas	$4,631 48	
Interest on public debt, including Treasury notes	108,047 67	
Payment of Treasury notes, per act of Dec. 23, 1857	2,190,300 00	
Re-imbursement of Tr. notes, issued prior to Dec. 1857	150 00	
		2,303,129 15
Total		$20,377,502 70

Virginia State Loan.

The Board of Public Works of Virginia will receive proposals any time prior to the first of September next, for a 6 per cent. loan to the amount of $6,000,000 payable in such monthly instalments as may be required, not exceeding $200,000 per month, said loan to be redeemable in thirty-four years, interest payable semi-annually on the 1st of January and 1st of July of each year, at the treasury of the State in Richmond.

Proposals are also invited for the same loan at 4½ or 5 per cent. Federal, sterling, or other appropriate bonds will be issued for the loan, as paid in at the option of the lender,

By the Constitution of the State, and laws in pursuance thereof, a sinking fund is established for the punctual paymemt of the interest semi-annually, and the redemption of the principal in thirty-four years of the issue of the bonds. These provisions of law, the large and increasing taxable resources of the State, and tax laws, furnish the strongest possible assurance of the safety and value of the loan. Sealed proposals to be addressed to the "Board of Public Works, Richmond, Va.," and indorsed "State Loan."

Texas and New Orleans Railroad.

We had the pleasure of meeting Col. A. M. Gentry, on Saturday, just returned from Austin, with $180,000 of the State loan in his hands, for the Texas and New Orleans road. The road will be in a condition to ask for $60,000 more in a few days, if not already. It is going ahead with all the rapidity which enterprise and money can secure.—*Houston Telegraph, May 8.*

Cincinnati Stock Sales.

BY KIRK & OHREVER.

For the week ending May 15, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s—85	and int.
Covington and Lexington, 1st Mortgage	6s—70	"
" " " 2d "	7s—70	"
" " " Income, pref.	10s—12½	
Ohio & Miss., E D., Construction	7s—17½	
Cinc., Ham. and Dayton, 2d Mortgage	7s—85	and int.
" " " 1st "	7s—94	"
Indianap. & Cincinnati, do. do.	7s—70	

STOCKS.

Cincinnati, Hamilton & Dayton	Ex Div. 71
Columbus and Xenia	85
Indianapolis & Cincinnati	39
Little Miami	86
Ohio and Mississippi	1

Railroad Earnings.

The earnings and expenses of the Cleveland and Mahoning Railroad for April were as follows:

	1859.	1860.
Gross earnings	$20,125 01	$28,782 00
Expenses	8,887 84	9,478 05
Net earnings	$11,237 17	$19,303 95
Increase net earnings		$8,066 48

The following are the earnings of the Great Western Railway for the week ending May 4, 1860:

Passengers	$20,296 11
Freight and live stock	19,383 58
Mails and sundries	1,492 43
Total	$41,172 12
Corresponding week of last year	35,655 01
Increase	$5,517 11

The following are the earnings by the Chicago, Burlington and Quincy Railroad for the first seven working days in May—

	1859.	1860.
Freight	$21,242 99	$42,362 00
Passengers	11,844 23	11,298 15
Totals	$33,087 22	$53,660 15
Increase		20,572 93

The revenue of the Baltimore and Ohio Railroad for April was as follows:

MAIN STEM.

From Passengers	$48,573 64	
" Tonnage	287,089 85	
" Express	2,581 12	
" Mails	7,833 34	
		$346,077 95

WASHINGTON BRANCH.

From Passengers	$29,381 85	
" Tonnage	7,256 02	
" Express	1,025 00	
" Mails	1,000 00	
		38,762 87

N. W. VIRGINIA BRANCH.

From Passengers	$2,971 05	
" Tonnage	17,749 82	
" Mails	866 67	
		21,587 54
Total earnings		$406,428 36

Summary of Revenue for April, 1859 and 1860.

	1859.	1860.
Main stem	$302,311 53	$346,077 95
Washington Branch	33,910 69	38,762 87
N. W. Virginia Railroad	24,538 93	21,587 54
Totals	$360,751 15	$406,428 36

—Showing a net increase of $45,667 21.

The fiscal year of the Company commenced with October. The revenue for the first seven months of the present year compares with that for the same months of the previous year as follows:

	1859-'60.	1858-'9.
October	$416,929 61	$391,395 10
November	431,287 56	380,879 75
December	355,662 13	337,202 27
January	282,070 64	314,201 09
February	332,743 77	303,631 78
March	425,487 08	400,984 68
April	406,428 36	360,751 15
	$2,650,609 15	2,489,045 80
	2,489,045 80	
Increase present year	$161,563 35	

The earnings of the Hannibal and St. Joseph Railroad for April, 1860, were $130,308 00
1859 82,604 81
Increase $47,703 19

The receipts of the Grand Trunk Railway of Canada, for the week ending April 28th, 1860, were $66,754 65
Corresponding week, 1859 46,222 87
Increase $20,531 77
Total traffic from July 1, 1859 $2,407,617 03
Do. for same period last y.. 1,900,642 69
Increase $506,974 34

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of April, compared with the same period of last year, were:

	1860.	1859.
From freight	$99,002 55	$54,372 47
" passengers	62,150 80	68,239 65
" express	2,500 00	8,250 00
" mails	7,825 00	7,825 00
" rent of road	7,083 33	5,500 00
" miscellaneous	213 42	468 58
Total	$178,775 01	$139,655 70
Increase		$39,119 40
Earnings Jan. 1 to May 1.	$663,379 92	$557,180 12
Increase		$106,199 80

The April receipts of the Housatonic Railroad were:—

1860 $23,125 12
1859 22,363 21
Increase $861 91

The earnings of the Macon and Western Railroad Co. for April, 1860, were:

Passengers $9,311 45
Freight 18,648 76
Mail 838 50
Total $28,798 71
April, 1859 24,681 84
Increase $4,116 87

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of April, 1859 and 1860:

EARNINGS.

	1859.	1860.
Passengers	$36,121 98	$33,952 55
Freight	27,147 21	43,405 40
Other sources	1,624 50	1,880 00
Total	$64,893 69	$79,237 95
Increase		$14,455 26

EXPENSES.

Maintaining road	$15,247 88	$14,749 61
Repairs of machinery	4,064 75	6,372 10
Operating	15,187 90	13,605 73
Total	$34,500 53	$34,727 45
Increase		$226 91

The earnings of the Norwich and Worcester Railroad for April, 1859 and 1860 were:

1859.	B. & N.Y. Local,	etc. Mails,	etc.	Total.
Pass'gers	$1,938.84	8,139.41	.....	10,078.25
Freight	1,981.27	14,013.32	1,166.04	17,160.63
Total				$27,238.88
1860.				
Pass'gers	$1,656.79	8,167.40	.....	$9,824.19
Freight	1,246.71	15,335.57	1,202.00	17,784.28
Total				$27,608.47
Gain over 1859				$369 59

The earnings of the Central Railroad Company of New Jersey, for the months of April. 1860, were $98,988 96
Same month last year 81,824 95
Increase, 21 per cent. $17,164 01

Railroads of the State of New York.

(Continued from p. 397.)

Corporate Titles of Companies.	Chartered in the year.	Capital. Share Capital.	Capital. Bonded Debt.	Capital. Floating Debt.	Capital. Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate
1841.		$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Rensselaer and Saratoga		300,000	150,000	.....	450,000	450,000	25.26	20,000	5,000	6,000	31,000	23,000	8,000	*nil.*	*nil.*
Brooklyn and Jamaica		284,850	85,000	.....	369,850	350,000	11.00	.....	.....	.....	.....	.....	30,000	21,000	6
Utica and Schenectady		1,600,000	300,000	68,609	1,968,609	1,968,609	78.00	367,050	.....	43,435	410,485	156,631	253,854	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	200,000	22.00	16,000	5,000	1,000	22,000	17,000	5,000	*nil.*	*nil.*
Long Island		600,000	150,000	.....	750,000	500,000	20.00	56,000	46,000	1,000	103,000	73,000	30,000	"	"
Tonawanda		400,000	.....	.....	400,000	399,938	31.50	46,554	.....	.....	46,554	27,048	19,506	"	"
Hudson and Berkshire		400,000	150,000	25,000	575,000	574,685	31.50	10,000	15,000	.....	25,000	23,000	2,000	"	"
Lockport and Niagara Falls		197,000	.....	.....	197,000	197,000	23.00	6,000	.....	.....	6,000	4,000	2,000	"	"
Auburn and Syracuse		400,000	200,000	.....	600,000	600,000	26.00	65,000	.....	8,000	73,000	33,000	40,000	24,000	6
Syracuse and Utica		1,000,000	.....	.....	1,000,000	1,026,660	53.00	190,829	2,341	6,343	199,513	66,696	132,817	80,000	8
Lewiston	1836	27,500	.....	.....	27,500	27,500	3.34	5,000	.....	.....	5,000	3,000	2,000	*nil.*	*nil.*
Total		8,151,000	1,450,700	93,609	9,695,309	9,369,042	408.72	1,021,815	107,152	74,778	1,203,866	621,484	581,382	285,000	30
1842.															
Mohawk and Hudson		1,000,000	100,000	.....	1,100,000	1,050,000	16.86	99,066	11,211	5,621	115,898	61,022	54,876	*nil.*	*nil.*
New York and Harlem		1,200,000	.....	.....	1,200,000	1,082,300	14.01	120,250	.....	.....	120,250	87,333	32,917	"	"
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	25,000	4,000	2,500	31,500	26,300	5,200	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	26,650	3.00	1,200	.....	.....	1,200	1,000	200	"	"
Rensselaer and Saratoga		300,000	150,000	.....	450,000	450,000	25.26	22,000	5,500	7,000	34,500	25,000	9,500	"	"
Brooklyn and Jamaica		284,850	85,000	.....	369,850	400,000	11.00	.....	.....	.....	.....	.....	39,000	24,000	6
Utica and Schenectady		1,600,000	400,000	22,094	2,022,094	2,022,094	78.00	360,000	.....	34,385	394,385	154,424	239,961	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	200,000	22.00	18,000	.....	.....	18,000	10,000	8,000	*nil.*	*nil.*
Long Island		1,000,000	250,000	.....	1,250,000	1,250,000	31.00	100,000	70,000	2,000	172,000	147,000	25,000	"	"
Tonawanda		500,000	.....	.....	500,000	499,938	31.50	61,820	.....	.....	61,820	35,327	26,493	"	"
Hudson and Berkshire		300,000	250,000	25,000	575,000	574,685	31.50	8,000	15,000	.....	23,000	18,000	5,000	"	"
Lockport and Niagara Falls		197,000	.....	.....	197,000	197,000	23.00	10,000	500	.....	10,500	9,000	1,500	"	"
Auburn and Syracuse		400,000	200,000	50,000	650,000	750,000	26.00	70,127	.....	10,000	80,127	35,500	44,627	24,000	6
Syracuse and Utica		1,000,000	100,000	.....	1,100,000	1,100,000	53.00	155,225	1,620	12,590	169,435	59,970	109,465	80,000	8
Lewiston		27,500	.....	.....	27,500	27,500	3.34	5,000	.....	.....	5,000	3,000	2,000	*nil.*	*nil.*
New York and Erie	1832	1,000,000	1,500,000	467,081	2,967,081	2,967,081	46.00	34,848	43,677	.....	78,525	46,793	31,732	"	"
Albany and West Stockbridge	1836	1,000,000	.....	650,000	1,650,000	1,650,000	38.00	.....	.....	.....	.....	.....	99,000	60,000	6
Auburn and Rochester	1836	1,256,250	500,000	.....	1,756,250	1,686,376	78.00	167,334	4,534	7,681	179,549	52,970	126,579	105,000	8
Schenectady and Troy	1836	600,000	.....	.....	600,000	600,000	20.50	25,000	.....	.....	25,000	25,000	.....	*nil.*	*nil.*
Total		12,187,250	3,535,000	1,214,175	16,936,425	16,833,624	573.47	1,282,870	156,042	81,777	1,520,689	797,639	861,050	453,000	47
1843.															
Mohawk and Hudson		1,000,000	100,000	.....	1,100,000	1,053,848	16.86	101,272	12,102	57,291	170,665	58,780	111,885	*nil.*	*nil.*
New York and Harlem		1,200,000	.....	.....	1,200,000	1,182,300	14.01	125,033	.....	.....	125,033	91,250	33,783	"	"
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	25,000	2,500	2,500	32,000	25,000	7,000	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	26,650	3.00	1,200	.....	.....	1,200	1,000	200	"	"
Rensselaer and Saratoga		320,000	150,000	.....	470,000	470,000	25.26	22,000	6,000	10,000	38,000	26,000	12,000	10,500	3½
Brooklyn and Jamaica		284,850	85,000	.....	369,850	400,000	11.00	.....	.....	.....	.....	.....	33,300	22,772	8
Utica and Schenectady		1,600,000	500,000	25,000	2,125,000	2,124,013	78.00	320,000	.....	28,297	348,297	133,759	214,538	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	171,000	22.00	20,000	.....	1,000	24,000	12,000	12,000	12,000	6
Long Island		1,000,000	200,000	.....	1,200,000	1,200,000	32.00	82,000	7,000	.....	89,000	60,000	29,000	*nil.*	*nil.*
Tonawanda		500,000	100,000	.....	600,000	599,938	43.50	76,237	.....	.....	76,237	48,606	27,631	"	"
Hudson and Berkshire		300,000	250,000	25,000	575,000	575,000	31.50	8,000	16,000	.....	24,000	19,000	5,000	"	"
Lockport and Niagara Falls		197,000	.....	.....	197,000	197,000	23.00	11,000	600	.....	11,600	10,000	1,600	"	"
Auburn and Syracuse		400,000	200,000	61,058	661,058	661,058	26.00	75,250	.....	11,041	86,291	38,531	47,760	31,547	8
Syracuse and Utica		1,000,000	100,000	15,897	1,115,897	1,115,897	53.00	147,353	2,123	14,313	163,789	66,796	96,993	80,000	8
Lewiston		27,500	.....	.....	27,500	27,500	3.34	5,000	.....	.....	5,000	3,000	2,000	*nil.*	*nil.*
New York and Erie		2,000,000	2,500,000	250,000	4,750,000	4,762,408	53.00	35,000	60,735	.....	95,735	52,520	43,215	"	"
Albany and West Stockbridge		1,000,000	.....	700,000	1,700,000	1,768,687	38.00	.....	.....	.....	.....	.....	102,000	60,000	6
Auburn and Rochester		1,256,250	500,000	.....	1,756,250	1,727,361	78.00	173,066	5,504	11,133	189,703	100,210	89,493	105,000	8
Schenectady and Troy		625,000	.....	.....	625,000	633,519	20.50	26,354	.....	.....	26,354	30,409	*loss.*	*nil.*	*nil.*
Attica and Buffalo	1836	268,275	.....	.....	268,275	268,275	31.95	64,340	5,593	3,315	73,248	25,215	48,033	27,092	10
Cayuga and Susquehanna	1828	18,000	.....	.....	18,000	18,000	28.75	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Skaneateles and Jordan	1836	27,000	.....	.....	27,000	27,000	5.00	1,000	.....	.....	1,000	600	400	"	"
Total		13,546,535	4,685,000	976,955	19,298,480	19,315,454	699.17	1,344,105	118,157	118,890	1,581,152	799,676	916,776	408,911	6¾

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Al. buma and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	—	—	—	—	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	...	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	...	...	...	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	904,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	—	....	11	19	212		Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	7	15	178		Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	...	...	...	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	...	...	...	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	158,852	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	316,832	3	....
31 Mar. '58	59.0	7.0	....	—	...	...	...	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	...	...	...	*Florida*	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '58	—	—	....	45.1	...	...	...	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	....	227.0	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	—	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	...	...	...	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	....	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	73
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	....	75.0	...	...	...	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	70½
10 Nov. '58	33.2	—	....	—	...	...	...	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	66¼
-- -- '57	175.0	—	....	—	...	...	...	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- --	148.0	—	....	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	...	...	...	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- 58	186.0	—	....	—	...	...	...	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	...	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	...	...	...	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	...	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	...	...	...	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	38
31 Dec. '58	84.0	—	....	—	...	...	...	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	...	...	...	Jeffersonville	1,839,576	*	.....	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	...	...	...	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	...	...	...	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	...	...	...	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	...	...	...	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,164	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	...	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	—	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	...	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	...	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.9	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	...	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	...	...	...	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	...	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	...	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	...	...	...	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	...	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	...	...	...	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenance.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	.....	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	137.0	73.18	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	.....	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,197,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	.....	—	.....
31 Dec. '58	—	—	—	23.0	...	...	.....	Penobscot	308,413	—	—	180,000	143,678	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	Am.&K	67,32-	.....	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,296	104,02-	6	—	97¼
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	.....	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	.....	—	.....
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	.....	—	73½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	442,219	268,540	6	—	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,537	154.5	606,482	810,604	364,649	—	—	15⅝
								MASSACHUSETTS.														
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	—	104¼
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	—	—	4,523,400	83.1	540,372	860,119	394,47-	8	—	110
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,678	337,648	7	—	111
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,590,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	—	108¾
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,720	49,374	6	—	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	—	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	—	72
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	—	103
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	¾ 48,768	12,795	6	—	98¼
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	.....	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	—	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	—	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	—	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	—	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,889	136,386	6	—	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	518,112	11.5	26,020	58,784	15,463	—	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	—	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,225	—	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,799	106,317	—	—	15
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,719	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	—	114¾
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	—	59⅛
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	—	49¾
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	—	13
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	—	—	—	—	600,000	—	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	—	—	—	—	600,000	191,130	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	—	—	—	—	500,000	—	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	.....	—	.....
-- -- --	—	—	.....	—	—	—	—	*Platte County*	—	—	—	—	—	—	—	—	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	.....	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	—	57
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	—	—	—	525,205	ope	r. by Eas	tern Mass.	—	—	—	66¼
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	—	103½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.0	53,170	59,774	21,156	—	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	—	51
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	.....	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	.....	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	—	129½
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	.....	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	—	103½
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	—	—	—	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	—	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,862,717	33.8	398,784	.....	554,087	10	—	123½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	—	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,804	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	48
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	82½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	22½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	15½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	....	....	....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	—
-- -- '58	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '58	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	118.2	—	....	....	17	12	208	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	118.2	.....	332,226	146,812	—	—
31 Dec. '58	137.0	—	....	—	41	39	508	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	141.0	.....	597,633	71,356	—	—
1 Aug. '59	60.3	—	....	—	22	28	432	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	60.3	.....	489,437	249,666	7	71
31 Mar. '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	49
-- -- '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
1 May, '59	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '58	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	113
30 Nov. '58	101.0	102.5	....	—	42	—	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10½
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	31½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	.....	.....	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	....	....	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	47.0	60,901	63,141	13,573	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	138.0	637,835	1,200,499	341,591	8	86
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	195.4	556,732	374,198	45,452	—	—
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	192.3	.....	881,957	312,441	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	117.0	8.0	....	—	17	16
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	....	....	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	87
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	....	....	....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	—	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	....	....	....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	281,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	.....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,262,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	43½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	—
30 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	6,000,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenance.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1.753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	20,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— —	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,728	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
State Report, 1859.	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	—	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,820	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	—	—	.....	Western Vermont	1,083,500	*	—	332,090	700,000	.....	.....	ope	r.b.Troy	& Bost.	56,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,160	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,065	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,19	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,120	145,65	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,48	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,72	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,69	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,415	672,894	278,75	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,000	10,615	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.245	159,458	82,18	—	.....
— — '57	42.0	—	—	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,180	439,94	—	3
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,04	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363.21	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,24	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	———	46,954,261	761.0	2,049,997	1,069,21	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,90	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,53	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,22	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	———	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	———	8,000,000	48.7	.....	1,925,444	1,360,10	15	142

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	85
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	----
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	71
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin. :				
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*Columbus, Piqua and Indiana :				
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------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan:				
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------	------	---	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1791	----
Free Land, 2d Mortgage	------	8	1791	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	84½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	'20&'30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104½
2d Mortgage	1,980,000	7	1860	93½
3d Mortgage	1,840,000	7	1875	89
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	88
Construction	4,115,000	6	1875	88
Free Land	3,000,000	7	1860	100
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland:				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		9
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	47
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	106
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	29
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96½
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		79
2d Mortgage	461,378	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1885	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Peterslb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norristt'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,600	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,000	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1965	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	98
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	451,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Uterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	393,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, May 19, 1860.

The Share Market.

The share and bond market still show a very strong tendency to a further improvement upon the recent very great advance. With regard to many securities, the scale seems to have suddenly fallen from the public eye, and values are now seen where only a few months since all was worthless. If the recent advance be evidence of increased values, the holders of our railroad securities are worth hundreds of millions, almost, more than they were a few months ago. Only a short time since, the securities of the Erie Railroad were selling, in the aggregate, at only about 35 per cent. of their par value. The recent advance in its shares has been over 400 per cent. It has been nearly 100 per cent. on the unsecured bonds. A great improvement has also taken place in the higher securities.

A similar advance, but not so excessive, has taken place in securities of other roads, particularly in the West, which have for a long time been under a cloud. Chicago, Burlington and Quincy shares have, within three months, gone from 43 to 73, and will probably touch a much higher figure. A very large advance has taken place in the two Michigan roads, the Cleveland and Toledo, Chicago and Rock Island, and others. A portion of the advance is due undoubtedly to a better understanding of the real value of the securities, to an increased traffic, and to the fact that many of the companies, formerly embarrassed, are getting on to firm ground, when something like uniformity in the results of their operations for the future, may be expected. It has been the want of this uniformity—the payment of excessive dividends one year and nothing for years afterwards, and the constant alternatives between a plethoric and empty purse, that have tended more than anything else to shake confidence in railroad property. But all evils of the kind cure themselves in the long run. A great progress is already made in this respect, and in a year or two more will give a permanent value to many securities that have fluctuated through a range of 60 or 70 per cent.

New Jersey Central Railroad.

This company have directed a survey of a route from Elizabeth to Jersey City, over which they intend to extend their road. The point at which the road will cross Newark Bay is near the Light House, opposite Bergen Point. The depot will be located in the southern part of Jersey City, and the cove, making in between Communipaw and Jersey City will be filled in.

Concord (N. H.) Railroad.

The total receipts of this road, in connection with the Manchester and Lawrence Railroad, for the year ending March 31, were $162,801.31; expenses, $210,856.74; balance, $251,944.57. Deducting taxes and rent, the net income of the two roads was $225,027.02, three-fifths of which, amounting to $135,016.21, goes to the Concord road. From this amount two 4 per cent. dividends were paid, amounting to $120,000, leaving a balance of $15,016.21.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 16th May, 1860, were as follows:

	Th.10.	F. 11.	Sat.12.	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:—						
U. S. 5s, 1874	104	----	----	----	104	
STATE STOCKS:—						
California 7s	90½	90½	91	91	91	91
Georgia 6s	102	----	----	103½	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	90	----	----	----	----	90
Kentucky	----	----	----	----	----	----
Louisiana 6s	96½	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri	83½	83½	83½	84	85½	84½
New York 5s, 1874	106	----	----	----	----	----
North Carolina 6s	----	97	----	----	----	----
Ohio 6s, 1870	101½	----	----	----	----	102
Tennessee 6s, 1890	91	91½	91½	91½	91½	91½
Virginia 6s	92	92	92½	92½	92½	92½
RAILROAD SHARES:—						
Chicago and Rock Isl.	70½	70½	70½	70	70½	69½
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Toledo	31½	31½	30½	30½	30½	31
Del., Lack. and West.	86	----	86	----	88	87
Galena and Chicago	66½	66½	66½	66½	66½	65½
Hudson River	42½	43½	43½	44½	45½	47½
Illinois Central	62½	62½	61½	61½	61½	62
Michigan Central	49½	49½	49½	49½	49½	49½
M. S. and N. I. guar'd,	25½	25½	25½	25½	25½	25½
M. S. and N. I.	13	12½	12½	12½	12½	13
New York Central	80½	80½	81½	81½	82½	82½
New York and Erie	20½	21½	21½	21½	21½	22½
N. York and Harlem	12½	12½	12½	13½	13½	13½
N. Y. and H. "pref."	38½	39	38½	39	39½	39½
Panama	146	145½	145½	143½	142	142
Phila. and Reading	43½	43½	43½	43½	43½	43½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	99½	99½	100	100	100	100½
Cumberland Coal Co.	14½	14½	14½	----	14½	14½
Pennsylvania Coal Co.	84½	----	----	84½	----	85
Pacific Mail S. S. Co.	106½	106½	----	99½	99½	98
Canton	21½	21½	21½	21½	21½	21½
Brooklyn Water W's.	----	----	----	----	----	----

The following are the closing prices in the London Market on the 5th May:

United States 5 p. c. red. '74	93½	to	94
Illinois Central 6 p. c. red. 1875	76	to	78
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	91½	to	92½
Do. $100 shares, $60 p'd.	43	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1882	82	to	84
Do. $100 shares	43	to	45
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	55	to	65
Do. $100 shares	8	to	10
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	92½	to	94
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	68	to	70
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1869	83	to	85
Do. 3d do. 1883, assented	77	to	79
Do. Bonds, 1862, '71, '75 do.	38	to	42
Do. Shares, assented	17	to	18
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	37	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	15	to	20

Baltimore and Ohio Railroad.

This company was chartered in Maryland and Virginia in 1827. The following are the dates at which the several sections of the road were opened for traffic:

22d May, 1830, Baltimore to Ellicott's Mills.
1st Dec., 1831, Ellicott's Mills to Frederick City.
1st April, 1832, Frederick City to Point of Rocks.
1st Dec., 1834, Point of Rocks to Harper's Ferry.
1st July, 1842, Harper's Ferry to Hancock.
5th Nov., 1842, Hancock to Cumberland.
9th June, 1851, Cumberland to Piedmont.
22d June, 1852, Piedmont to Fairmount.
24th Dec. 1852, Fairmount to Wheeling.

The Washington Branch Company was chartered on the 9th March, 1833, and the road completed to Bladensburg on the 20th July, 1835, and to Washington, 25th August, 1835.

New York and New Haven Railroad.

The annual meeting of this company was held at New Haven, Ct., on the 10th inst. According to the report, the earnings for the year ending March 31st, 1860, were $946,134.86; expenses, $548,727.53; leaving a balance for net earnings of $397,407.33; deducting the interest paid on the bonds, say $143,870.33, there would remain $253,537, equivalent to 8½ per cent. earned on the capital stock. The Directors remark:

That on the 29th of July last they declared a dividend to be paid on the 15th day of the following month, but that in consequence of an injunction being served upon the company, they were prevented from paying the proposed dividend; that the litigation in which the company has now been engaged for a period of nearly six years, arising out of the frauds of Robert Schuyler, amounting to $2,000,000, is still slowly progressing before the Courts, and that no definite opinion can now be given as to the termination of the same.

The difficulties and embarrassments environing the corporation in 1854, after the flight of Robert Schuyler having been mainly overcome or removed, and the company having no floating debt, with a road, together with all its appurtenances, in good order, and being benefitted by a largely increased and increasing business, that will earn and pay regular dividends, and, in addition, allow the management to have the utmost confidence that the road will earn and pay regular dividends, and, in addition, allow the accumulation of a proper surplus fund for contingencies.

The meeting then proceeded to ballot for Directors for the ensuing year, which resulted in the re-election of the present incumbents, as follows: Justus R. Bulkley, George N. Miller, Abraham R. Van Nest, George B. Carhart, Dennis Kimberly, John Bradley, John W. Leeds, Jonathan Godfrey, and Erastus C. Scranton.

The Directors subsequently re-elected Mr. J. R. Bulkley, as President; E. S. Abernethy, Secretary; and William Bement, Treasurer.

Lexington and Southern Kentucky R. R.

The last Legislature of Kentucky amended the charter of the Lexington and Danville Railroad Company, and the title of said company is now "Lexington and Southern Kentucky Railroad."

This amended charter gives to the county of Mercer the privilege of taxing herself to any amount, not exceeding $300,000, to extend said road through Mercer County in a southern direction, by way of Harrodsburg. The amount subscribed by Mercer County is not to be applied outside of the county, with the distinct understanding that Harrodsburg is to be made a point in the road. The Harrodsburg *Press* suggests that immediate action be taken by the friends of this enterprise, in order to have a vote at the August election for or against the appropriation. It also suggests the propriety of the friends of the enterprise holding a public meeting, in the court house in Harrodsburg, at an early day, and determine what sort of action had best be taken.

Troy and Boston Railroad.

For the year ending April 1st, 1860, the gross earnings of the Troy and Adams line of the Troy and Boston road (exclusive of the Troy and Bennington and Western Vermont roads) were $193,000; the net, $93,000.

Illinois Central Railroad.

The Illinois Central Company have already paid and provided for $1,250,000 of the Freeland Bonds, due 1st September, leaving $1,750,000 out. Under the pressure of the $5 call, the payments in full have been resumed, and now amount to 40,000 shares. The last advices from London lead to the expectation that a large amount of shares will be paid in full this month, and thus cancel $300,000 to $400,000 of the Freeland Bonds.

☞ By reference to an advertisement, in another column, of James P. Smith, Esq., *Trustee*, it will be seen that on Wednesday next, 23d inst., will be sold at auction the entire stock of Steam Engines, Turning Lathes, Planers, Boring Machines, Drill Presses, Steam Hammer, Patterns, etc., etc., comprising the entire outfit of the extensive Locomotive and Machine Manufacturing Works of the late firm of Smith & Perkins.

These works are situated in Alexandria, Va., immediately upon the river Potomac. The machinery and tools are suitable for manufacturing stationary, marine and locomotive engines; also iron machinery, passenger and freight cars, and all kinds of railroad work. The machinery is sufficient to work about 300 men. The sale is to commence at 10 A. M. As favorable an opportunity to purchase as this seldom occurs; and those who are desirous of bidding, will do well to be early in attendance.

Hudson River Railroad.

The following is a statement, from official sources, of the condition of the Hudson River Railroad Company:

Capital stock, 37,700 shares, $100 each		$3,770,000
DEBT.		
First mortgage bonds	$4,000,000	
Second " "	1,980,000	
Third " "	1,840,000	
Convertible	1,002,000	
		8,822,000
Total		$12,592,000

RECEIPTS.

Oct., 1857, to Sept. 30, 1858, inclusive.	$1,636,412
Oct., 1858, to Sept. 30, 1859, inclusive.	1,842,636
Oct., 1859, to Sept. 30, 1860, (part est.) Actual seven months	$1,276,419

	1859.	Estimated for 1860.	
May	$141,268	$156,000	
June	115,444	132,000	
July	125,304	140,000	
August	155,163	169,900	
Sept.	156,972	170,000	
			767,000
			2,043,419
Expenses year previous			1,079,000
Add increased expenses on increased business, after deducting the reduced cost of fuel, in consequence of one-third more of the service being performed by coal this year than last			61,000
Total			$1,140,000
			$903,000
Interest on funded and floating debt			640,000
Net			$263,000

—equal to 7 per cent. on the stock of $3,770,000.

The company are changing their wood engines into coal-burners as rapidly as possible. Next year at least 75 per cent. of the entire service will be performed by coal, with a corresponding reduction of expenses for fuel. It is stated that the cost of altering engines from wood to coal, in the most perfect manner, and at the same time renovating the engines most thoroughly, so as to make them equal to new ones, is charged to current transportation expenses.

Central New Jersey Railroad.

At the annual meeting of the stockholders of this company, held at Elizabethport, N. J., on the 7th inst., John T. Johnston, John C. Green, William E. Dodge, Adam Norrie, William S. Wetmore, Benjamin Williamson, John O. Sterns, Frederick T. Frelinghuysen and Henry D. Maxwell, were re-elected Directors of this company for the year next ensuing. And at a subsequent meeting of the Board of Directors, John T. Johnston, was unanimously re-elected President, and Samuel Knox, Secretary and Treasurer.

Sussex (N. J.) Railroad.

The following gentlemen have been elected directors of this road:

Aaron Peck, Martin Ryerson, Edward C. Moore John Rutherford, John R. Stuart, Samuel S. Smith, John Lynn, George M. Ryerson, John McCarter, Jr., Thomas N. McCarter, Samuel F. Headley.

Subsequently, at a meeting of the board, Mr. Aaron Peck was unanimously re-elected President, George H. Nelden, Secretary, and David Thompson, Treasurer.

New York and Harlem Railroad.

At the annual election of this company, on the 15th inst., the following gentlemen were unanimously elected Directors: Allen Campbell, Wm. C. Wetmore, Cornelius Vanderbilt, Daniel Drew, Francis W. Edmonds, Chas. W. Sandford, Horace F. Clark, John Alstyne, Horace Brooks, Albert Smith, Albert J. Akin, John Harper, A. B. Baylis.

Greenville and Columbia Railroad.

The following gentlemen have been elected Directors of this company for the ensuing year:

President, T. C. Perrin.

Directors, V. McBee, T. M. Cox, Hon. J. N. Whitner, J. P. Reed, Dr. J. F. Livingston, Charles Smith, Hon. J. B. O'Neall, Simeon Fair, Robert Stewart, John M. Allen, C. G. Memminger, Daniel Blake.

Evansville, Indianapolis and Cleveland Straight Line Railroad.

The following gentlemen comprise the new Board of Directors recently elected: John J. Chandler, John A. Reitz, William Brown, Edward Burtis, M. W. Foster, Vanderburg County. Alexander Leslie, Goodlet Morgan, Pike County. Wm. S. Turner, Daviess County. Samuel Hall, Gibson County. G. H. Roberts, Warwick County. E. S. Henkle, Greene County. Judge Roberts, of Newburg, was elected President; Wm. Brown, Vice-President; and William Baker, Secretary and Treasurer.

The Evansville *Journal* of 10th inst., says of this road:

It is not very probable that any immediate steps for its completion will be taken, still it is gratifying that the basis of operations has been transferred from Indianapolis to this city, and that the new board is one likely to arouse hopes that the road may yet be finished. The affairs of the company are not in a very flattering condition; but although lawsuits, almost without number, are still pending; it is very evident that those affairs are at their lowest ebb, and any change at all, must be for the better.

Many individuals on the line of the road who subscribed stock, but refused to pay on account

of having no confidence in the managers of the company, now express a willingness to pay up promptly when they are assured the proceeds will be applied to the completion of the road.

The new Board of Directors are sound business men, and we cordially anticipate that the present tangled condition of things will soon be unraveled, and we shall be able to learn just how matters stand. Then we may form some calculations as to the chances for the completion of the road, but not before.

Illinois Central Railroad.

The Fulton brings information that the London Committee of the Illinois Central Railroad Company had determined to resign at a meeting of the English stockholders, called at the London Tavern for the 3d. Mr. Satterthwaite, in receiving the late report of the New York Board, says:

"We have always advocated the absolute necessity of the company making calls on its stocks and reducing its interest charges, and we can only regret that a course of policy has been pursued in the management of the finances of the company by its English advisers, which in our opinion has seriously damaged the position of the stockholders. It will be noted that the Board rather abrutly terminates its relations with the London Committee. This Committee, it will be recollected, was appointed more than two years ago, for the special purpose of ascertaining the actual state of the company's accounts, and of preventing the creation of floating debt; its members were numerous, and different members took different views, but when money was wanted resort was had to the creation of floating debt, instead of making calls. We conceive it is undesirable to have two governing bodies, and can have no doubt that as practical inconvenience has resulted, the Committee have acted judiciously in deciding to resign at the meeting called for on Thursday, May 3, at the London Tavern."

Thomaston and Barnesville Railroad.

We learn that this road was sold under execution on the first Tuesday in May. It was purchased by a company of gentlemen of Upson County, for $30,000. The new company have elected Jas. M. Smith, President, and invited the old stockholders to take stock in the road on equal terms with the new proprietors, provided they do so previous to the 19th inst.

We hope under its new auspices, this road will become a permanent and prosperous institution.—*Macon Messenger, May 9.*

The International Bridge.

At the half-yearly meeting of the English shareholders of the Buffalo and Lake Huron Railway Company, held at the London Tavern, on the 28th ult., the subject of the proposed bridge across the Niagara River at Buffalo, received some attention. The Chairman of the English Board, Mr. Herman Grisewood, in the course of his remarks upon the affairs and prospects of the road, says:

With regard to the bridge at Buffalo, they had never relaxed their exertions, either here or in Canada, and Mr. Carter, their manager, had scarcely allowed a week to pass in which he had not an interview with influential persons on the subject. It now remains for the shareholders in Canada to form a company there for building the bridge, and then it could be carried out; but the great difficulty was the money. A bill had been introduced into the Canadian Legislature, and had passed the third reading in the Lower House, giving them three years more to commence the bridge.

Subsequently, in reply to a question from a shareholder, the Chairman said, they had every reason to believe they could build the bridge at Buffalo in two years, and that it would not come to more than £250,000.

The subject was frequently recurred to during the meeting, the shareholders interrupting other discussions with questions regarding it, and manifesting much interest in the project.

Alleghany Valley Railroad.

The extensions of this road to the Mouth of Mahoning, was never more apparent than at present. The facilities offered by this route to lumbermen, furnace men, and dealers up the Northern section, should open the eyes of Pittsburgers to earnest endeavors for its extension. The steamboat connection at Kittanning, above all bridges, which are a complete obstruction to navigation in high water, enables passengers and freight, leaving here at four o'clock P. M., to arrive at Emlenton at five o'clock next morning, and at Franklin by eleven o'clock, A. M. The extension of the road to Mahoning two or three hours more would be saved. As it is, the road appears to be doing a fine business. The cars are filled with passengers, and freight heavy. But true to the instincts, as would appear, of the councilmen of the city, manifested towards this road, it is prevented from working economically, although, after long and repeated application, they have finally granted the liberal privilege of laying the rails down to the canal, through an unfrequented street, where scarcely a dray or cart passes. It is burdened with impositions and penalties not exacted from any other road. For instance, no locomotive shall be employed in that part of the city, whilst from the high grade, horse power is expensive, just as dangerous, and subject to great delays. If councilmen would look at this matter as it really is, not two meetings would intervene before the restrictions would be removed, and locomotives admitted to the canal.—*Pittsburg Post.*

Hackensack and New York Railroad.

The contracts for grading the line of this road have been awarded to Thomas Cumming, Jr., and V. L. Lary, the latter having the lower, and the former the upper portion of the road. The work will be quite light, the branch road to Lodi, which is included in Mr. Cumming's section, being the heaviest. By the terms of the contracts the grading is to be ready for the track early in September. The rails which will be of American manufacture, weighing 35 lbs. to the yard, have already been contracted for. The laying of the rails will not be done by contract, but will be performed under the immediate direction and supervision of the engineer. We understand that the grading and track will not cost over $8,000 per mile. Active preparations are going forward for the immediate prosecution of the work, and it is expected that ground will be broke during the first part of next week.—*Hackensack Journal.*

New Orleans and Opelousas Railroad.

The Directors of this road have under way forty miles of it from Berwick's Bay to New Iberia. Between New Iberia and the town of Opelousas a large force is at work, and ten miles of road have been finished. The company expect to have the entire road from Berwick's Bay to Opelousas, a distance of 85 miles, finished and in operation by the fall of 1861. The third division of the road, from Opelousas directly west to the Sabine, is a distance of 93 miles. This the company will build, we understand, as soon as possible after completing the second division. It is expected that the railroad now rapidly building from Houston to the Sabine, will meet the Opelousas road at New Iberia in two years.—*Galveston News, 8th.*

York River Railroad.

Commissioners having been appointed to take contributions for the purpose of extending this road, it is presumed that active operations will soon be commenced.

The place of its terminus on the Rappahannock is not yet determined, but it is supposed it will stop near the head of Urbanna Creek, about one mile and a half from the Rappahannock river; it commands a very good entrance from the river, and with but little expense would admit ships of considerably tonnage. There is no doubt but it will cost the company one hundred and fifty thousand dollars less to stop this road here than to carry it to the Rappahannock at any other place on the river.—*Rural Southerner.*

Memphis River Railroad.

This company have concluded to build their road through the centre of the various counties between Memphis and the Ohio River, instead of on the overflowed lands, as originally designed. The following gentleman have been elected directors: William D. Ferguson, F. M. Copeland, Thomas James, A. Street, B. D. Nabors, E. A. Crandall, John Harding, William Cowan, A. Harris, Hiram Partee, S. W. Cochran, H. K. Mullens, E. R. Ray, J. Hickman and Jacob Corbitt. Colonel William D. Furguson was elected *President*, Dr. Allen Harris, *Vice-President*, and M. F Copeland, *Secretary* and *Treasurer*.

Vicksburg, Shreveport and Texas Railroad.

A letter written from Monroe gives the gratifying intelligence that the work on this road is going on prosperously. The correspondent writes: "Fifty men commenced yesterday on this end of the road, and the contractor informs me that he will have eighteen miles completed by the 1st of October. That the road will be finished by the 15th of October is now considered a fixed fact, unless a break should occur in the levees above De-Soto to retard the work."

Covington and Griffin Railroad.

A meeting of the friends of this enterprise was held in Covington on the 26th ult. Books were opened and $125,000 subscribed. Delegates were appointed to attend the convention of the stockholders of the Georgia road, and memorialize that body in its behalf.

Reading and Columbia Railroad.

A meeting of the directors of this company was held a few days ago in Lancaster. The engineer of the road presented his plans and a report, from which we learn that the length of the surveyed line, through Adamstown, Ephrata, Litiz, Manheim and Columbia is 43.3 miles, and the estimated cost, embracing grading, masonry, water stations, track, and all the appurtenances of a first class single track railroad, and five miles of siding track, is only $1,166,152 85. The grades over the south mountain which, previous to making the survey were adjudged to be of a formidable character, are fifty-two feet to the mile on the south slope and sixty-six feet to the mile on the north slope, descending to Reading. The engineer recommends that the approach to Reading should, for the last two miles, run alongside the Lebanon Valley Railroad, so as to connect with all the roads centering at Reading, where the Reading Railroad Company are about to construct a large and commodious depot.—*Phila. Inq.*

☞ We learn that John M. Grant Esq. has been promoted to the office of Secretary of the Grand Trunk Company, in the room of Sir Cusack P. Rooney, resigned. Mr. Grant, leaves for London in June. We congratulate him on his well merited promotion, and hope the future has many years of prosperity and happiness in store for him. —*Sherbrooke Leader.*

Iron Bridge.

The Pennsylvania Railroad Company have erected a new iron bridge over Eshleman's Creek, near Harrisburg. This bridge is fifty-five feet span, and the workmen commenced removing the old bridge in the morning, and had the new one completed, ready for the passage of the trains, before night. All business is suspended on this road on Sunday, except the construction of bridges, which, in the case of railroads, seems to be a work of necessity. The various places are got ready during the week, so that nothing remains to be done on

Sunday, when no trains are running, but to erect the spans and relay the track. The expedition with which this is done would be astonishing to novices in such matters.—*Phila. Inq.*

Mobile and Girard Railroad.

This company have received from the General Land Office at Washington, returns showing the amount of lands donated to that company by the act of Congress. It will be remembered that the act gave them alternate sections of land to the distance of six miles from the road on either side thereof, and, in the event that any sections or parts of sections, had been previously disposed of by the Government, they could go to the limit of fifteen miles. The calculation has been made at head-quarters, and the road is informed that it is entitled, under the act, to 347,000 acres of land. This, if sold at government price, would bring in round numbers $430,000. Much the largest proportion of it, however is worth a great deal more. There are thousands of acres lying in some of the richest valleys in Alabama, and on Mobile river, which must command from $5 to $20 per acre. This accession to its resources will materially improve the prospects of the road, and should cause an immediate appreciation in the value of the stock.—*Columbus (Ga.) Times.*

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, May 15, 1860.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company, for the ELECTION of DIRECTORS, and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 30, 1860, at 10½ o'clock A. M.

The transfer books will be closed on the 24th May, and re-opened on the 2d June.

2t20 W. K. ACKERMAN, Sec'y.

AUCTION SALES.

AUCTION SALE

Of Locomotive Builders' and Machinists' Tools, IN ALEXANDRIA, VIRGINIA.

ON WEDNESDAY, MAY 23rd, 1860, commencing at 10 o'clock, A. M., (no postponement on account of weather,) will be sold the entire stock of STEAM ENGINES, TURNING LATHES, PLANERS, BORING MACHINES, DRILL PRESSES, STEAM HAMMER, PATTERNS, etc. etc., comprising the entire outfit of the extensive Locomotive and Machine Manufacturing Works of the late firm of SMITH & PERKINS.

Printed lists giving description of Machinery to be sold, with terms of sale, will be furnished on application by mail to

3t18 JAMES P. SMITH, Trustee.

CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
Far superior to the ordinary kind.
FROG PLATES, POINTS.
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A stock of the above goods constantly on hand.

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ENGINEERING WORKS.

LYONS' TABLES.

To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.				SHEET No			
1.	General Table for all Bases and all Slopes.			13.	for Base 18 ft.	Slop.	1½ to 1
2.	For Side Hill Cuts and Fills.			14.	" 20	"	1½ to 1
3.	Base 12 ft.	Slopes	1½ to 1	15.	" 24	"	¾ to 1
4.	" 14	"	1½ to 1	16.	" 24	"	1½ to 1
5.	" 15	"	¾ to 1	17.	" 25	"	1½ to 1
6.	" 15	"	1 to 1	18.	" 26	"	1½ to 1
7.	" 15	"	1½ to 1	19.	" 28	"	¾ to 1
8.	" 16	"	¾ to 1	20.	" 30	"	1 to 1
9	" 16	"	1 to 1	21.	" 30	"	1¼ to 1
10.	" 18	"	¾ to 1	22.	" 30	"	1½ to 1
11.	" 18	"	¾ to 1	23.	" 32	"	1 to 1
12.	" 18	"	1 to 1	24.	" 32	"	1½ to 1

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

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3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

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80 Beaver st., New York.

NOTICE TO Railroad Contractors.

SEALED PROPOSALS will be received at the office of the West Jersey Railroad Company at Woodbury, Gloucester County, New Jersey, for the Grading of a Railroad from Woodbury to Glassborough (a distance of 10 miles) until Thursday, the 10th of May, 1860.

Also at Bridgeton; for the Grading from Bridgeton in Cumberland County, to Pittstown in Salem County (a distance of 10 miles) until Thursday, the 17th of May, 1860.

Also at Glassborough; for the Grading from Pittstown in Salem County, to Glassborough in the County of Gloucester (a distance of 10 miles) until Thursday, the 24th of May, 1860.

Profiles, Plans and Specifications of the work may be seen at the Engineer's office in Woodbury, for the First Division; at Bridgeton, for the Second Division; and at Glassborough, for the Third Division, three days before the letting of each Division.

4t17 WM. COOK, Engineer.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting, held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

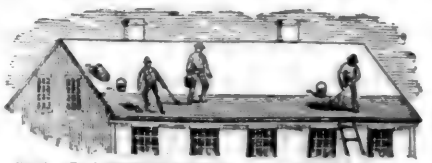
A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

2m15 W. H. McILHENNY, Secretary.

CEMENT ROOFING.



PATENT MICA
AND
Fibrous Cement Roofing.

IT HAS STOOD THE BEST OF ALL TESTS—TIME!

IT fully sustains the high reputation it has gained, as a PERFECTLY RELIABLE, DURABLE and WATER PROOF ROOFING. It is adapted to every variety of Roof, new or old, and is the best and cheapest Cement in use for repairing OLD LEAKY TIN or other Roofs.

ALL WORK WARRANTED.

Cement for sale by the Barrel, and sent to any part of the Country, with printed instructions for use.

Also, for sale, State and County Rights for a portion of the United States.

DITTO, PORTER & CO.,
Successors to JOSEPH DITTO & Co.,
207 Broadway, cor. of Fulton st., N. Y

GUTTA PERCHA ROOFING,

IN Rolls which anybody can put on; waterproof, elastic, durable, fire-proof; needs no repairs; costs about half as much as Tin, and **lasts twice as long.**

These Roofs are suitable for any style of building. They can be steep or flat, or of any required inclination. Also,

LIQUID Gutta Percha Cement,

Preferable to paint for covering Tin Roofs, protecting them for many years from rust, and rendering them water tight.

Samples, Terms, Price, etc., furnished on application.

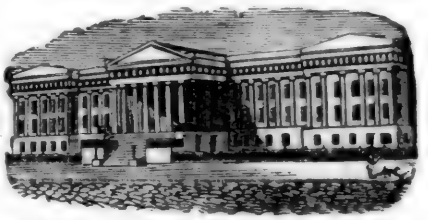
23 CEDAR ST., NEW YORK.
Gutta Percha and Glass Roofing Co.

GUTTA PERCHA CEMENT ROOFING.

THE Cheapest and most DURABLE ROOFING IN USE. Sent to any part of the country with *directions for application.*

SPECIMENS and *references* can be seen, and any desired information obtained on application, by *letter* or in *person*, at our OFFICE, 510 BROADWAY, N. Y. (Opposite the St. Nicholas Hotel).

JOHNS & CROSLEY.



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INKS,
Of different make and color, also, that good old-fashioned article which many experienced accountants prefer to any other writing liquid—the ancient, long-tried, never-failing, permanent, excellent and trustworthy,
Kidder's Black Ink Powders.
Those persons who prefer to make their own ink, can do so in a few minutes, and by giving the bottle an occasional shake, a **jet black** fluid is obtained.

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FOR SALE AT LOW PRICES.

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Machinists' Lubricating
OIL COMPANY,
No. 68 Courtlandt and 172 Washington Sts.,
NEW YORK,
ALEXANDER POPE, Treasurer.
MANUFACTURERS OF
WHITE METALLIC OIL,
AND DEALERS IN
SPERM, LARD, WHALE, AND OTHER OILS.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
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MANUFACTURERS OF
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For Railroads, Steamers, Machinery and Burning.

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MANUFACTURED BY
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(Formerly W. HULL & SON,)
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For Railroads,
Machine Shops,
Steamships,
Mills, etc.

THIS OIL having been before the public for a **long time,** and having been **extensively used** in different parts of the country, and on each occasion meeting with **unqualified approval,** renders the manufacturers confident when making the following claims:—

1st. **Its first cost is much less** than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will **not in any way gum** or **clog up** any journal or bearing, **all the gum in the Oil being entirely decomposed.**

3rd. It will keep all journals and bearings **cool, clean** and **bright** as new, thus not only **saving wear and tear,** but **saving also** no inconsiderable amount of **motive power.**

4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is **sweet** and **clean,** and entirely **free from all odor or unpleasant smell.**

6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of **Railroad** and **Steamboat officers,** also, prominent **Manufacturers** and **Machine Builders,** can be seen by application as above.

OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.
The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor
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Reliable orders filled for any part of the United States or Europe.

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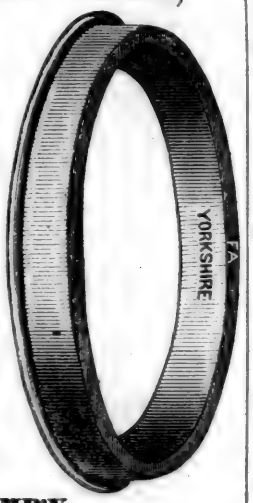
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The undersigned are prepared to execute orders for

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Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING**, being from the same bed of mineral.

For sale, **at manufacturer's prices,** by

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SOLE AGENTS for the UNITED STATES and CANADAS.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections, T's L's, Stops, Valves, Flanges, etc., etc.

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IRON AND COAL COMPANY,

SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce **a quality of iron not surpassed.**

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —**25, 30, 36, 40, 45, 50, 60, 62,** and **75** lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.

Address **J. H. SCRANTON,** President.
Scranton, Pa.
or **DAVID S. DODGE,** Treasurer,
46 Exchange Place,
NEW YORK.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,

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OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

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JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1850.

MORRIS, WHEELER & CO.,

SUCCESSORS TO

MORRIS & JONES & CO.,

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MARKET AND SIXTEENTH STREETS,

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IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY,** situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.

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CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

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500 tons **T Rails** on hand, 54 to 57 lbs. per lineal yard.

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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

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RAILS OF SUPERIOR QUALITY,

and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

NEW YORK, Aug. 1, 1850.

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THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of **RAILROAD IRON** at any port in the United States or Canada, or at a shipping port in Wales.

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BOSTON, June, 1851. **29 Central Wharf.**

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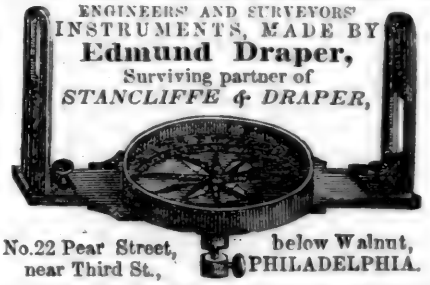
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MANUFACTURER of Transits and Levels, has removed to Union Place, near Washington Av., Yonkers, N. Y.

NEW YORK SMELTING COMPANY,

WORKS AT STATEN ISLAND, N. Y.

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THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable terms as can be obtained in this country or in Europe.

W. H. McVICKAR, President.

CEMENTS.

Rosendale Hydraulic Cement.

THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving **fresh from the Mills** their approved ROSENDALE CEMENT, warranted **pure and free from quick lime**, and which has given such **general satisfaction** in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the **genuine ROSENDALE CEMENT**, branded "NEWARK AND ROSENDALE," "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight **kiln dried barrels**, and is specially adapted for safe shipping on long voyages. Terms reasonable, which may be known by addressing.

JOHN H. STEPHENS, President, Newark, N. J., or **HENRY WILDE**, Secretary, 99 Wall st., N. Y.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co. N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address, **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

ROSENDALE HYDRAULIC CEMENT.

ROSENDALE AND KINGSTON CEMENT CO. Manufactory at Kingston, N. Y. on the West Bank of the Hudson River. Office 48 Pine st., New York City.

E. M. BRIGHAM, Sec'y.

THE LAWRENCEVILLE MANUF'G CEMENT COMPANY,

OFFICE 96 WALL ST.,

NEW YORK.

THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine,** and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings.

For sale upon favorable terms by addressing.

WM. N. BEACH, President.
CHAS. E. LAWRENCE, Sec'y.

HOFFMAN'S ROSENDALE CEMENT,

OFFICE, 93 WALL ST., NEW YORK.

THE LAWRENCE CEMENT COMPANY are prepared to receive and execute orders for their Cement, to any extent that may be required. They would particularly call the attention of purchasers to the distinguishing brand of their manufacture, viz.: **HOFFMAN'S ROSENDALE CEMENT.** This seems to be necessary, as they have established a reputation for the superior quality of their Cement, and there are various other brands offered, as "Rosendale" Cement. It has the unqualified approbation of the most eminent Architects and Engineers, being used in almost every department of the Works under Government. It is put up in the most careful manner, each barrel being well lined with paper, and will be delivered on ship-board, in this city, on the most favorable terms. Particular attention given to shipping orders, and Freight obtained on the best terms.

M. W. WOODWARD, Secretary.

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COMMISSION MERCHANTS AND AUCTIONEERS,

FOR THE PURCHASE AND SALE OF

REAL AND PERSONAL ESTATE, NOTES, STOCKS, BONDS,

AND OTHER SOUND SECURITIES.

HOUSES, STORES, ETC., RENTED.

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A. G. JAUDON,

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STOCKS and BONDS Bought and Sold on Commission.

MERCANTILE PAPER and LOANS Negotiated.

INTEREST ALLOWED ON DEPOSITS.

HENRY MEIGS, Jr. WM. ALEX. SMITH.

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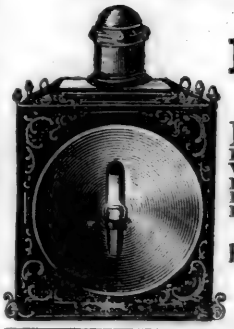
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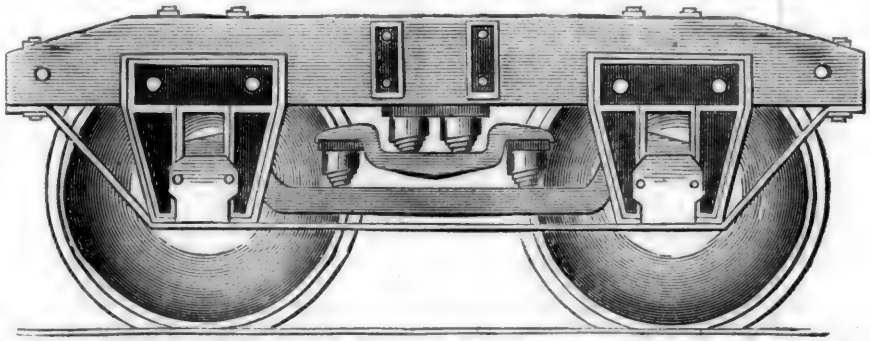
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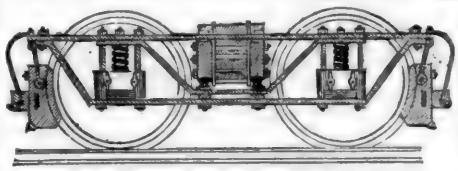
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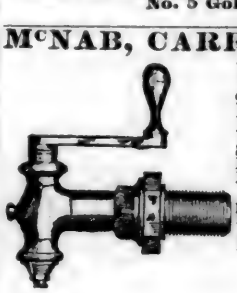
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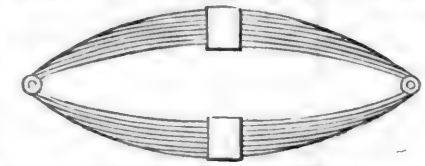
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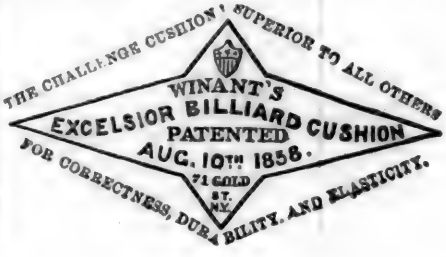
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STEAM NAVIGATION, COMMERCE, FINANCE,

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HENRY V. POOR, *Editor.*

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Coal-Burning on the Pennsylvania Railroad...437
Dayton and Michigan Railroad 440
Alleghany Wire Suspension Bridge at Pittsburg 441
Liability of Accomodation Indorser to Payee of Note. 441
A Moseley Iron Aqueduct on the Ohio Canal..442
Pacific Mail Steamship Company..... 443
Victoria Bridge 443
Memphis and Ohio Railroad 443
New Route West 443
Grand Rapids and Indiana Railroad..... 443
Marietta and Cincinnati Railroad 444
Railroads of the State of New York 445
Improvement in Western Railroads..... 452
New Railroad Through Pennsylvania 452
Bellefontaine Railroad Line 453
Indianapolis, Pittsburg and Cleveland R. R. ..454
Floriada Railroad 454

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 26, 1860.

Coal-Burning on the Pennsylvania R. R.

We give beneath a portion of a report made by Mr. William J. Palmer, to the President of this company, upon the subject of burning coal in locomotive engines. In our next we shall give the balance of the report. It is a subject of first-rate importance to all our railroads, whatever progress in this direction one company may make, should, through the press, become the property of all.

J. EDGAR THOMSON, Esq., *Pres't Penna. R. R. Co.:*

In accordance with your instructions, I submit a report of the experiments with coal-burning engines, made on the Pennsylvania Railroad, during last spring and summer. It has been delayed until this late period, for the purpose of accumulating farther experience in the practical operation of some of the plans.

The object of those experiments was to afford answers to the following questions:

First.—Is it practical to use raw bituminous coal, of the varieties found along this road, in *passenger* locomotive engines, without the emission of smoke or cinders to an extent that would annoy passengers? If practicable, what is the best plan of effecting that object? and what saving would result from the substitution of coal for wood in such engines?

Second.—Is the prevention of smoke attended by economy of fuel? and if so, is the saving such as to warrant any alteration of the coal-burning *freight* engines now in use?

Third.—What is the relative value of Pittsburg and Broad Top Coals; and which is the cheaper fuel, all things considered, on each division of the road?

The first series of trials were made with six freight engines—all the property of the company—of which four purported to be "smoke burners," and where known as follows:—the "Gill" plan, No. 206, the "Phleger" plan, No. 210, the "Blue Ridge," No. 120, and the "Dimpfel" plan No. 190. To these were added, for the purpose of comparison, both in regard to freedom from smoke and economy of fuel, two of the older plans in use on the road, viz: a four-wheeled connected "Baldwin Engine," No. 139, and a "Winans Engine," or "Camel-back," No. 51.

The distinctive features of the above plans, as far as relates to the process of combustion, were as follows:

First—The Gill Plan, No. 206.—A modification applied to an old engine, and consisting of a water-space diaphragm or deflector, surmounted by an air chamber and placed across the fire-box, dividing it into two apartments, an upper and lower one, except for a space of sixteen inches next the door, which is reserved for the passage of the flame and gasses. This deflector is portable: being formed of two copper sheets, four inches apart, and connected with the fire-box only by two inlet water tubes, near the bottom of the front leg, and by two oulet tubes, which suspend it from the crown sheet at the back end—thus maintaining the circulation of water. But a short time is required to insert this deflector, when once made, in an ordinary fire-box. The deflector is inclined, the greatest height from the grate being at the back end, where it is about that of the middle of the fire-door. It is supported at this end by two hollow plugs, one on each side of the fire-box. Above the deflector is a roof of fire-brick, leaving an intermediate space or air-chamber of two inches width, to which the air enters by a valve or damper at the front end, and, filling the chamber, is *jetted* down over the whole surface of the fire, through about 600 holes, each 3-16ths of an inch in diameter. The valve is operated from the fireman's stand on the engine, and is opened by him, but closes automatically and slowly, so that the supply of air is gradually diminished. A large quantity of air is also admitted at the fire-door, through 333 perforations of ¼ inch diameter, in the inner plate—that plate being fastened to the outer one, so that the air cannot escape at the sides, but is forced through these small apertures into the furnace. The communication with the atmosphere is had by large holes in the outer plate, which are covered by a sliding valve, affording the means of regulating the admission of air at this point.

The additional peculiarities of the engine are a combustion chamber, 2½ feet long; a fire-brick wall or bridge, 18 inches high, placed in the combustion chamber, 2 feet from the flue sheet, and leaving a space of 10 inches above it for the passage of the gasses; two brick walls, each 8 inches high, placed in the upper chamber of the fire-box near the crown; a blower or steam jet; close-fitting ash-pan dampers; and a straight chimney, without spark-arrester, wire-gauze, or other obstructions.

Second—The Phleger Plan, No. 210.—A new engine built by Norris & Sons. The main features are two transverse water-space bridges, placed 10 or 12 inches apart, horizontally—one rising from the grate at the front end of the fire-box, the other suspended from the crown in the combustion chamber, and lapping vertically over the first about 9 inches. The only air admitted to the fire-box, except that through the grate, which is 6½ feet long, was by a few small apertures in the fire-doors, the value of which was much impaired by a neglect to connect the edges of the inner and outer plates. This engine has, also a combustion chamber, 2½ feet long, made by shortening the flues, and partially squaring the boiler cylinder; hollow longitudinal grate bars, 2 inches in diameter, through which *water* is circulated; and a water bottom forming the ash pan; double fire-doors, by which coal can be charged on each side of the fire-box alternately; a blower; variable exhaust; and straight chimney with no obstructions.

Third—Dimpfel plan, No. 190.—An old engine, altered by Baldwin & Co., under the supervision of the inventor. The principal feature is the conversion of the cylindrical part of the boiler into one long combustion chamber, the water circulating in tubes of 1½ inches inside diameter, which extend horizontally through the combustion chamber, and bending around, rise perpendicularly in the fire-box to the crown sheet, from which they are suspended. These tubes are 1 inch apart in the combustion chamber, and ½ inch apart in the fire-box. The objects proposed by this modification are, to promote a rapid absorption of heat by the water which circulates in an opposite direction from heated gasses; to crowd a large amount of heating surface within the fire-box; to save the tube joints from their usual exposure to the direct action of the fire; to reduce the amount of water necessary to be carried, and, thereby, the weight of the engine; and, lastly, to increase the *run* of the inflamed gases, and allow a greater

time and space for their combustion. Air is admitted over the fuel by means of four iron plates, perforated with half-inch apertures, and inserted in the interior of the sides and front leg of the fire-box, and by two perforated vertical pipes in the boiler cylinder; one at about the centre of its length, and the other close to the fire-box. A limited quantity of air is also admitted through the door.

This engine was fitted with a blower, and a straight chimney, without obstruction, but a wire screen was placed across the mouth of the combustion chamber, to intercept the sparks and dirt, and cast them into a sub-treasury under the smoke box.

Fourth.—The fourth plan was a modification of that applied to the Engine "BLUE RIDGE," by Mr. McCausland, former Master Machinist of the Road. In its present shape, the distinctive features are a fire-brick arch or deflector, a combustion chamber, perforated fire-doors, and a tubular water-grate. The brick deflector is inclined, resting at the front end on a wall of the same material, 18 inches high, built on the grate; and at the back end rising to the height of 35 inches above the grate. It is 4¼ inches thick, and arched transversely, the rise being 3¼ inches; and is supported on each side of the fire-box by 4 hollow water plugs. The length of the grate is 6 feet, (of which 3½ feet are *roofed over* by the deflector.) The longitudinal water tubes composing the grate, ascend perpendicularly at the front end, so as to make a connection with the crown sheet—where the tubes are 1¾ inches apart. A *combustion chamber*, or space, 21 inches long, is thus formed between these vertical tubes and the flue sheet. There are four fire-doors in two tiers, through which the coal is charged alternately. A large quantity of air is admitted at this point, by means of 340¼ inch holes through the inner door-plate. The engine had a blower, and a straight chimney without obstruction, but no dampers.

Fifth—The Baldwin Engine, No. 139, made no pretensions to be a "smoke burner," and differed but little as regards the parts concerned in the process of combustion, from the ordinary construction of locomotives. It has a long deep fire-box—the length being 70 inches, and the depth, from crown to grate, 52 inches, or 2 feet from the grate to the lowest flues. A *dead plate*, 28 inches long, shut off air from the part of the grate next the flue sheet. This served the double purpose of protecting the ends of the flues and of assisting the consumption of the gases. A coke or incandescent fire, remained next the flues, the active combustion taking place farther back; the run was lengthened, and a high temperature maintained for the unignited streams of gas and air. No air was admitted over the fuel, except through a single aperture in the fire-door. The engine was supplied with a blower, a single ash-pan damper, and a cone-chimney, with a spark arrester.

Sixth—The Winans Engine, or "*Camel-back*," *No.* 51, has a long fire-box and long flues—the length of the first being 7 feet, and of the latter 14 feet. A *dead plate*, 14 inches long, occupies the front end of the grate, which is composed of 18 heavy bars, 1 1-16th inches apart. A shank with an eye in each pair of bars, projects from beneath the door, and permits the fireman to rock them seperately, for the purpose of freeing the clinker and ashes. The crown sheet slopes back from a height of 47 inches near the flues, to a height of 27½ inches above the grate, at the door end. The flues are of large diameter, 2 to 2¼ inches inside. A large quantity of air is admitted through and over the fuel at the doors, which are four in number, arranged in two tiers. Coal is charged through the upper two—the lower ones extend to the grate, and are opened only to draw the fire or rake out clinker. The usual cavity in the sloping crown, to admit of charging coal on the front part of the long grate, was closed. The perforations in the doors, for air, numbered 360 of 3-16 of an inch diameter each, in addition to which the lower part of these doors consisted of a coarse grating whose apertures were 2 to 3 inches in diameter, and 12 in number. Considerable air was also admitted through the crevices between the doors.

The other peculiarities were a variable exhaust; and a straight chimney, unobstructed, except at the top, by a coarse grating composed of wires ¼ inch apart, to arrest the sparks, and a damper, which may be thrown entirely across the chimney at stations. A short pipe or second chimney, placed beside the main one at top, acted as a sub-treasury for the reception of dirt and cinders. There were no ash-pan dampers, and no blower. The long fire-box, large sized flues, dead plate, and large admission of air in jets and fissures over the fuel, in this engine, were favorable to the combustion of the gases, and prevention of smoke.

The weights and all the important dimensions of the several engines above described, will be found in the table on page 30 following this report. They were tried with both Pittsburg and Broad Top coals, on the grade of 95 feet per mile between Altoona and Gallitzin, ascending the Alleghany Mountain; and between Altoona and Mifflin, on grades whose maximum did not exceed 21 feet per mile. The trains were special ones, consisting of 8 long eight-wheeled loaded cars for the mountain trip, and 20 for the Mifflin trip. The average gross weight of train, without engine and tender, was in the first case 138⅓ net tons, and in the second case, 347$\frac{4}{10}$ net tons. Including engine and tender, the average total weight of train on the Mountain trial was 188½ tons; and on the Mifflin trial, 397$\frac{6}{10}$ tons.

The weight of fuel burned, and of water evaporated, were noted for each engine on the trials with both coals, but there are circumstances which prevent these results from being accepted as reliable standards of the comparative economical working of the several plans.

It will be seen from table on page 30, that the trial engines differ from each other in respect of weight, size of wheels and cylinders, area of grate and heating surface, ability to use steam expansively, to vary the exhaust, and in other particulars which would effect their comparative economy in the use of fuel, although such distinctions are not peculiar to the nature of the several plans. Again, the fireman, on the trials, differed for each engine, except in the case of the "Gill" and the "Dimpfel," and the engineers differed, except in the case of three engines. This source of inaccuracy could not be avoided. It would not have done to fix the same men for all the engines, as they would have lacked that familiar acquaintance with each, necessary to produce uniform results. *Thirdly.*—The men being taken with the engines, to which they were regularly attached, were in some cases new to the division of road run over, and ignorant of its grades, &c., while in others they were accustomed to the daily use of it.

As the above circumstances might have produced a greater discrepancy in the amount of fuel burned, than the actual results show to have existed between the highest and lowest consumption, we cannot regard these results as affording a correct measure of the comparative economy of the different plans. For their value, however, as standards of the performance of the several engines, *considered under all the circumstances*, as well as to prevent the dissemination of inaccurate reports, a statement is annexed to this report of the actual consumption of fuel, and evaporation of water, by all the engines on that trial.

We come now to consider the results derived from the several plans in respect to

THE PREVENTION OF SMOKE.

First.—The greatest amount of smoke on the trials was made by the "Baldwin" Engine No. 139; which was to be expected, as it had the smallest provision for the consumption of the gases. From *Pittsburg* coal, this smoke was, immediately after a charge, quite black, and did not entirely lose its color before it became necessary to charge again. From *Broad Top* coal it was much lighter, and lasted, perhaps, for only one-half of the time between the charges. With either fuel, however, the smoke would have constituted a very decided nuisance to a train of passengers.

At all times, when the door was opened, the smoke was much reduced, showing that it was chiefly due to an inadequate supply of air to the gaseous part of the fuel. It so happened that this engine, with evidently the most imperfect combustion, consumed less coal than either of its competitors, on the round trip between Altoona and Mifflin; but it must not be therefore assumed that the prevention of smoke is accompained by a waste of fuel. The successful result on that occasion was due to the general fitness of the engine for the special work to be performed, and to the long experience of the engineer and fireman on the portion of the road run over—all the other men being strange to it. The effect of the prevention of smoke on the amount of fuel required to do a certain work, was subsequently tested by a special experiment with a passenger engine, No. 156—the fireman and engineer, and all necessary circumstances, being uniform. This will be hereafter referred to.

Second.—The "*Winans*" or "*Camel-back*" *Engine, No.* 51, made less smoke than the "Baldwin," for two reasons. 1st. Because the fire-box was longer, giving an increased "run" to the gases. 2d. Because there was a large admission of air *over the fire*, at the doors. Having also a larger heating surface and grate area, the combustion did not require to be so rapid, which assisted the consumption of the gases.

With *Pittsburg Cool*, this engine produced, after charging, a quite dark smoke, which only ceased a few moments before the succeeding charge. With *Broad Top Coal*, it proved to be a tolerably good "smoke consumer"—a dark, but momentary cloud succeeding each charge of fuel. This plan showed, I think, the extent to which smoke prevention can be carried in a locomotive, with the largest practical admission of air over the fire, by jets, through the doors or back end of the fire-box, but without a combustion chamber or deflector. The air entering from this position, chases a large portion of the lighter gases ahead of it, to the flues, before a combination can be effected within the limited space and time afforded for the process.

Third.—The "*Dimpfel*" *Engine, No.* 190, made a very little less smoke than the "Camel-back," the difference between the two being scarcely noticeable. With *Pittsburg Coal*, the smoke was quite dark after charging, on stirring the fire; its duration depending on the force of the draft. If pretty full steam was being used, it was soon over; but with a light blast, the diminished supply of air to the gases at once told in the long continuance and deep color of the smoke.

With *Broad Top Coal* in *lumps*, the smoke was not such as to be objectionable; but a single shovel of *fine coal*, disengaging suddenly a large amount of gas, would produce smoke that amounted to a nuisance. The chief cause of the difficulty was an insufficient quantity of air, the provisions for the admission of which were altogether inadequate for Pittsburg coal, and would require much addition of Broad Top. The air admitted through the sides of the fire-box was valuable as far as as it went, but that through the door was of slight service in consequence of a failure to connect the edges of the two plates; and the vertical air-pipes in the combustion chamber were, in my opinion, too remote from the burning fuel (the forward one being halfway of the length of the boiler) to afford much aid to the consumption of the gases. There is no doubt but that an increased admission of air over the fuel, through the sides and legs of the fire-box, and in a proper manner through the door, would enable *Broad Top Coal* to be used in this engine without annoyance from smoke. But for *Pittsburg Coal*, I do not think any practicable increase of air in that manner would effect the object; the velocity of the gases in a locomotive furnace being so great, that it could only mix with a small proportion of those evolved from this rich coal, leaving the great central volume to escape uncombined. The large space provided for the occupation of the gases in the entire length of this boiler, (there being no flues,) is certainly of very

great advantage; but for Pittsburg Coal, it does not appear to supply the place of a *free, open combustion chamber*, of say four feet in length; which would permit the whole mass of flame to be in contact without any interposition of tubes containing water rapidly circulated, whose tendency is to cool the gases below the temperature necessary to combustion.

Fourth.—The Blue Ridge Engine No. 120 was a more successful "smoke burner," than either of the foregoing, having a long deflector or arch of fire-brick; a large admission of air, by jets, through the four fire-doors; and a (short) combustion chamber. The effect of the air admitted through the doors was much more noticeable than in the case of the "Winans Engine," since the fire brick arch served to lead the gases to the back end of the furnace, on their route to the flues; which not only lengthened their run, but enabled them to receive a saturation of air as they passed the doors. Another great advantage from the *fire brick*, was the high temperature which it imparted to the gases evolved from a fresh charge of fuel, when the ordinary heat of the furnace over the fire, or at its surface, was reduced by the application of raw fuel, and by the rapid conversion of solid into volatile matter.

When using *Broad Top Coal*, there was no smoke produced by this engine, except a momentary whiff, of a light brown color, which followed the chargimg of coal, or use of the poker, and was generally over in a few seconds. It never amounted to what could be considered a nuisance for a passenger train. When using *Pittsburg Coal*, however, this could not be said, although under favorable circumstances the smoke was but light. The large amount of gas in this coal requires, for its perfect combustion, an extraordinary quantity of air, admitted so as to combine thoroughly, and at the earliest practical moment, with the gas, before it is hurried off to the flues by the steam draft.

Fifth.—The Phleger Engine No. 210 showed a still farther improvement as regards smoke. With Pittsburg coal, on the mountain trip, the draught of air into the fire-box being strong, the only smoke produced was a momentary cloud, not very deeply tinged, which succeeded each charge of fuel. To obtain this comparative exemption, however, it was necessary to leave the door ajar for some time after "firing." On this character of road, very little difference could be observed between the smoke produced by this engine, and that by the *Gill plan;* but on the light and variable grades between the Altoona and Mifflin, the effect of an inferior provision for air in the case of the former, became quite apparent. Unless the steam valve was tolerably well opened, the smoke was quite dark, and lasted almost continuously. The only air holes provided over the fire—those in the door (whose outer and inner plates were not connected) were insufficient to admit enough air, simply by natural draught, to produce the slightest visible effect upon the consumption of the gases; and it was only when the *strongest* draught of the exhaust steam was used, partially compensating, by an increased velocity of the air current, for a deficient area of admission, that the smoke was reduced within limits that would answer for passenger trains. During the trials, this engine smoked from one-half to two-thirds of the whole time—the color of the smoke slowly diminishing from very dark, immediately after firing, until invisible. Although not adapted in its present shape to passenger service with *Pittsburg Coal*, I think a considerable increased supply of air through orifices in the door, (connecting the rims of the inner and outer plates,) and by hollow stay-bolts in the sides of the fire-box over the fuel, would bring the plan up to that standard.

With *Broad Top Coal* the present performance is satisfactory—the only smoke being a yellowish puff, lasting about five seconds after "firing" or stoking—and at no time dark enough to attract attention from any one not particularly watching for it. The success of this engine as a "smoke consumer," in spite of the very limited admission of air over the fire, (which hardly exceeded that of the "Baldwin Engine,") is due, I think, 1st. To the long grate, which admits considerable air in excess of that required for the combustion of the coke portion of the fuel, and which also affords a long *run* to the gases. 2d. To the transverse bridges, dividing the fire-box from the combustion chamber—which check the currents of gas and air, and deflect them into intimate mixture—a pre-requisite of combustion. 3d. To the combustion chamber, (2½ feet long,) which still farther adds to the distance traveled by the streams of gas and air before reaching the flues, and presents a large open space for the completion of the process of combustion.

In this engine, the smoke was greater than it would probably have been in another one of the same general plan, from the fact of the fire-box and ash-pan being too shallow. The latter was soon filled with ashes, reducing the supply of air through the bars—and in the former, the white, or nearly white flame, could be seen ending in a dark-reddish top, being cooled into soot by contact with the water surface at the crown. I think, moreover, if the transverse bridges had been of *fire-brick* instead of water sheets, the effect would have been more beneficial; since they would have helped to sustain a proper temperature for the ignition of the gases arising from a fresh charge of fuel.

Sixth.—The Gill Plan of Engine No. 206, showed more satisfactory results in regard to the prevention of smoke, than any of its competitors. Though not entirely done away with, the quantity was not great enough at any time to have constituted an annoyance to passengers.

With *Broad Top Coal*, a momentary tinge, after applying a fresh charge or stirring the fire, was the only observable discoloration, and this was lighter and less continuous than the smoke from ordinary wood-burning engines. With *Pittsbarg Coal* there was rather more, but it was seldom darker than that which is emitted by Pine Wood, while the absence of that sharp and acrid quality possessed by the gases from wood, (so disagreeable in its effect upon the eyes of passengers,) certainly gave the advantage to coal. An increased admission of air over the fire through additional orifices in the deflector, would have still farther reduced the smoke. This was evident from the fact that leaving the door slightly ajar, after a charge of coal, had such an effect. Opening it wide, however, had the opposite effect; showing that the allowance of air was nearly sufficient, and that any considerable addition, (particularly when admitted in mass,) by chilling the gases, promoted the formation of smoke. The result was the same, if after a short period succeeding a charge, the door was opened, even ajar. The quantity of air entering through the orifices in the deflector and door, being then sufficient to consume the reduced amount of gas, any addition of cold air was deleterious, and its effect immediately shown in the production of smoke. Thus we have reached, in this improvement, a point exactly opposite to that at which we set out. In the "Baldwin Engine" we found that the opening of the door wide, always reduced the smoke. In the "Gill" plan, the opening of the door, at all, (except for an instant after "firing,") actually causes a slight emission of smoke, where before there was none.

The peculiarities of the arrangement to which the success of this engine is due, have been already described. The plan recognizes to the fullest extent, the following cardinal principles:

That for the combustion of the gases contained in a rich bituminous coal, a special admission of air in a large quantity *over the fire* is indispensable, and that the air entering by the grate should only be relied upon to consume the *coke* portion of the fuel.

That the air for the gases should be admitted through small orifices, (and not in mass,) in order both to avoid the cooling effect of air in bulk, and to ensure at the great velocity of the currents in a locomotive furnace, that thorough intermixture of the air and gas, which is essential to perfect combustion.

That the air should be admitted at the earliest moment after the gases are evolved, in order that the greatest time and space may be afforded for the completion of the process.

That combustion is assisted by any arrangement for mechanically mixing up the gas and air; or for extending their "run," and affording as much clear space as possible for this combination to take place in, before the flues are reached.

These principles are not new, or original with the inventor of this plan. They are chiefly the result of the investigations of Mr. Chas. Wye Williams, of England, and have been repeatedly published by him. The novelty in the plan under consideration is in the application of these principles to meet most of the requirements of the process of combustion in a locomotive engine; and consists mainly of the *air chamber* provided above the surface of the fire, from which the air is admitted downwards in a manner to cause the most effective combination between it and the gas. If admitted at the sides, or at the front or back of the fire box, the central mass of gas would tend to escape unconsumed.

The efficiency of these essential points was increased in Engine 206, by a number of arrangements, which, although of minor importance, will be found very desirable appendages to any "smoke consuming" engine. These were—

1st. A simple mode of increasing or diminishing the supply of air to the deflector, by means of which the quantity entering is within the easy control of the fireman. The valve never closes entirely, however, so that a small portion is at all times admitted; but much less than when coal is charged, or the fire stirred—requiring, in consequence of the sudden and rapid evolution of gas, a corresponding increase in the supply of oxygen. The air admitted through the fire door is also controlled by a valve; but this should nearly always be kept wide open, in order to provide for the combustion of *carbonic oxide*, whose loss is none the less important, because (unlike the carburetted hydrogen,) it does not produce a visible smoke at the chimney top. The fireman should be guarded not to make the emission of smoke the sole standard by which to regulate the supply of air either through the deflector or the door; otherwise the combustion may be far from perfect, even when the smoke nuisance is avoided.

2d. *A Blower.*—Which may almost be considered as indispensable to a coal burning passenger engine. Its use is chiefly through the agency of a jet of steam admitted into the chimney, to prevent smoke at stations, or on steep down grades, or whenever steam may not be passing through the cylinders. This it does by maintaining a draught of air to the gases.

3d. *Tight fitting dampers*, which are a necessary accompaniment to the blower, and avoid waste of fuel from its use. With dampers perfectly tight, the fire on the grate will not be fanned up when the blower is opened, and no loss of fuel can occur. The only air admitted will be *over* the fire to the gases, which would otherwise escape unburned, and with the production of smoke. There will thus be no danger of the engine becoming "too hot," at least before all objectionable smoke ceases.

The general results of our experiments to test the practicability of avoiding smoke from locomotives using bituminous coal, may thus be summed up:

First. In the order of comparative freedom from smoke, the engines tried stand as follows: Gill, No. 206; Phleger, No. 210; Blue Ridge, No. 120; Dimpfel, No. 190; Camel-back, No. 51; Baldwin, No. 139.

Secondly. The first four plans on this list, the Gill, Phleger, Blue Ridge, and Dimpfel, showed such exemption from smoke as (by slight modifications in the case of the latter,) would permit them to be used for passenger trains, with *Broad Top Coal.*

Thirdly. "*The Gill*" plan is the only one of the six that in its present shape would admit of the use of *Pittsburg Coal* for passenger trains. But the "Phleger" plan might probably be brought up to this standard, simply by an increase

in the supply of air, admitted in a proper manner through the door and sides of the fire-box.

As regards freedom from Sparks and Cinders, or pieces of decrepitated coal and coke, the engines rank in a somewhat different order, namely: 1st, Phleger; 2d, Blue Ridge; 3d, Gill and Dimpfel; 4th, Baldwin; 5th, Camel-back. The *Phleger Engine*, with a straight open chimney, was remarkably clean in this respect; a result due to its easy exhaust, (permitted by the large amount of heating surface in this engine;) to the obstruction formed by the bridge walls which partially throw the shower of fine particles back on the fire, where they were consumed; and to the deep com bustion chamber which allowed those that passed the bridges to fall into a pit or sub treasury out of the influence of the strong draught.

The *Blue Ridge*, also with a straight open chimney, emitted considerable fine dirt after each charge of coal, or whenever the fire was stirred; but not to an annoying extent, except on very heavy grades. The comparative exemption of this engine was due to its large grate and heating surface; to the brick deflector placed immediately over the fire, which interrupted the passage of the dirt towards the flues; and to the deep combustion chamber.

The *Gill* and *Dimpfel Engines* were about on a par as regards the emission of dirt and cinders from the chimney. A considerable quantity was given off by each engine, particularly on steep grades. It should be remembered, however, that the dirt thus emitted is of a very different character from the sparks and cinders given off from engines burning wood. The coal, in the first place, is heavier, and the particles seldom float in at the car windows, like the wood sparks, but fall quickly to the ground; and again, being less inflammable, they are usually extinguished before reaching the top of the chimney. Both engines had straight open chimneys, but the "Dimpfel" was provided with wire gauze across the outlet of the combustion chamber into the smoke-box.

The *Baldwin Engine*, the only one provided with a spark arrester, threw a great deal of dirt, but it was quite fine.

The *Camel back* had a straight chimney, unobstructed except by a coarse wire grating at the top. Having no combustion chamber, deflector or interposing bridge walls, the cinders thrown were very numerous and large.

The proper direction in which to look for improvement in this respect, would seem to be in the adoption of such measures as will permit the use of enlarged exhaust pipes, so that the particles of coal or coke will not be lifted from the main body of the fuel on the grate, the chimney remaining open and unobstructed. The change to *coal*, from a fuel whose heating value, in comparison with its bulk and weight, is so small as that of wood, will at once admit of the enlargement of the exhaust nozzle to a certain extent; (since a slower rate of combustion will produce an equal heating effect,) while the adoption of any plan to promote the circulation of water and the abstraction of heat by it from the flame and gases, or to reduce the loss by radiation and convection from the boiler, would still farther assist this object. Some simple form of *variable exhaust*, which would allow the draught to be lessened, whenever the work did not require the maximum force, and for a few seconds after each charge of coal until the smaller particles should have time to cohere together, would also contribute greatly to the abatement of this nuisance; as would the interposition of deflectors and bridges in the fire-box or combustion chamber, in a manner not to obstruct the draught. These arrest not only a large proportion of the unburned particles and throw them back on the fire; but the deflector, by lengthening the run, assists the combustion of another portion by the flame before reaching the flues, and the bridges may serve to launch them into a place of deposit out of the reach of the strong draught. It is found that a proper supply of air in *jets over the fire*, also assists materially in consuming (in addition to the gases) the minute particles of coke which would otherwise be thrown out at the chimney.

In the regular use of coal in passenger engines on this road, there need be no dirt of this sort emitted that will amount to an annoyance to passengers.

The "Gill plan" would have shown to much better advantage in this respect had not the deflector in the engine tried, extended to the grate, which unduly contracted the grate area. This peculiarity was not essential to the plan, inasmuch as the bottom of the deflector might have been attached to the front sheet of the fire-box above the grate.

(To be continued.)

Dayton and Michigan Railroad.

The annual meeting of the stockholders of this road was held in Dayton on the 15th inst., at which the old board of directors and officers were re-elected. At the date of the previous meeting, the road was finished and working to Lima, just one-half the length of the whole line. The last rail of the main line was laid on the 18th of August last. On the 29th of the same month the road was opened for business its entire length from Dayton to Toledo, and since that time has been in successful operation. Two passenger trains and one freight train have been run daily since the 16th of April last. The receipts have been:—

From local passengers	$77,278 42
" through "	19,068 84
" local freight	63,077 56
" through "	50,068 58
" mails and express, etc.	11,656 32
	$221,149 72

The expenses for same time were:

Machine shop	$1,223 42	
Maintenance of roadway and bridges	24,002 31	
Wood and oil	21,008 06	
Watch and watchman	3,211 24	
Wages, engineers, repairs, etc.	15,260 09	
Repairs, cars and conductors' wages	18,146 95	
Lost baggage and damage to stock	625 24	
Repairs of buildings, agencies and clerk hire	15,673 99	
Advertising, office and mail express	3,213 20	
Taxes and costs	7,729 03	
		110,093 53
Leaving as net earnings		111,054 19

—or 50.22 per cent. of the gross receipts.

During the first five months of the year there were but 70 miles of the road in operation; and for the first six months after the opening of the road north of Lima, the want of switches, station house, etc., prevented the bringing of business to the line of the road.

There have been seventeen warehouses, five steam saw-mills and five steam flouring-mills erected since the opening of the line north of Lima, all of which will add materially to its local trade.

An arrangement has been made with the several companies, forming the line between Cincinnati, Detroit and Port Huron (where the Grand Trunk crosses the St. Clair River into Canada) by which sixty first-class freight cars of a compromise gauge have been put in that service—the gauge the road from Toledo to Detroit being one and a half inch wider than that of the Dayton and Michigan. Freights are now moved daily from Cincinnati to Detroit and Port Huron Ferry without transhipment or breaking bulk. The repor says:

The geographical position of the Dayton and Michigan road, across the State of Ohio from Cincinnati to Toledo, is one of unparalleled strength, and when fully conditioned and equipped may defy any competition between the Ohio River at Cincinnati and Lake Erie, notwithstanding the extensive combination of old and wealthy lines to neutralize its advantages. The Cincinnati and Cleveland line is fifty-six miles or twenty-eight per cent. longer than the Dayton and Michigan and the heavier grades, so that if prices are put at the net cost of transportation on the long line, it will leave a greater margin of profit to the Dayton and Michigan line than has heretofore been realized by the long line on the same traffic. The advantages over the Sandusky, Dayton and Cincinnati line, in distance and grades, are not as great as those over the Cleveland route, but the harbor and shipping facilities at Toledo are so much superior to Sandusky that the former must always have the preference for shippers.

Since the date of the last annual report, there have been put on the road four passenger cars, eighty-five freight cars, and eight new locomotive engines, all of first-class work, making the present equipment of the road as follows:

16 locomotives, 10 first-class passenger cars, 1 second-class do., 3 baggage cars, 97 box freight cars, 14 stock cars, 40 platform cars, 90 gravel cars, 24 hand cars.

During the year there have been erected six wood-sheds, and six water stations; also at Dayton, a very commodious brick depot, 200x40 feet. Of this length, 40 feet is carried up two stories high, giving on the second floor eight good rooms for general offices, etc. This arrangement brings all the operations of the Board at Dayton under the immediate supervision of the officers of the Company. Telegraph poles have been set along the whole line and the wire strung and in actual use between Dayton and Lima. The whole line will be up and in use by the first day of June.

The title in full to eight acres of land in the town of Lima, has been acquired by the company, and is being devoted to the purposes of shops, yards, side tracks, etc., etc. A locomotive stable to contain ten engines; a machine shop, sixty feet square, and a carpenter shop 60x160, are being finished. The buildings are of brick, roofed with iron. The company own an extensive bank of clean gravel near Leipsic station.

Under a by-law of the Company the capital stock bore interest until the completion of the road, and payable in stock or cash. On completion of the road notice was given that no interest would be allowed on stock after September 1, 1859, and that accrued interest would be paid in stock; stockholders being requested to return old certificates and receive new ones in lieu thereof. So far as returned, new certificates have been issued, and stand as follows:

New certificates	$1,297,579 75
Old do.	816,864 79
Total	$2,114,444 54

Mortgage bonds are 3,000, of $1,000 each, as follows:

First mortgage,	300	$300,000 00
Second do.	2,700	2,700,000 00
Total	3,000 bonds	$3,000,000 00

Of the second mortgage bonds there were 300, amounting to $300,000, irrevocably pledged to redeem the three millions of first mortgage bonds. Of these bonds there have been sold as follows:

First mortgage, 300		$300,000 00
Second do. 2,200		2,200,000 00
Total. 2,500 bonds		$2,500,000 00

Leaving unsold, but hypothecated to secure the indebtedness of the Company for iron, 500 bonds —$500,000. Making the grand total $3,000,000.

GENERAL BALANCE SHEET.

Construction	$4,144,894 12
Interest and discount on bonds	586,016 48
Right of way	94,383 53
Engineering expenses	31,782 11
Union depot	348 25
Telegraph line	665 81
Taxes	18,818 31
Rolling stock	65,147 37
Machine shop (Lima)	15,960 73
Webster-street (Dayton) depot	5,330 07
Troy depot	716 14
Stock—interest account	196,021 47
Real estate—Trustee account and expense account	80,491 72
Engineering property	1,169 50
Dayton, Xenia and Belpre Stock	4,800 00
Lima bonds	500 00
Bills receivable	14,055 80
In hands of agents	13,903 11
Due from individuals	11,001 53
Due from other roads	12,153 45
Cash and cash items	7,707 15
Renewal account	6,452 90
Operating expenses	360,475 54
Total	$5,672,797 29

PER CONTRA.

Capital stock issued	$2,108,379 75
Capital stock paid in but not issued.	19,514 70
Mortgage bonds sold	2,504,000 00
Income bonds sold	9,400 00
Rents	21,522 60
Passenger and express earnings	364,525 44
Freight earnings, mileage	216,229 60
Bills payable	394,667 58
Due on pay roll	15,845 09
Due to individuals	16,316 54
Due to agents	1,768 49
Due to other roads	627 49
Total	$5,672,797 29

Alleghany New Wire Suspension Bridge at Pittsburg.

Length of Pittsburg (half) span	171 feet	
" 2d (main) "	344 "	6 in.
" 3d " "	344 "	6 "
" Alleghany (half) "	177 "	
Total length between abutments.	1,037 feet	
Width of floor between the rail'gs	40 "	
" road-way	20 "	
" each sidewalk	10 "	
Height of cast iron towers to saddles	32 "	
Deflection of cables in summer	30 "	
Diameter of inside cables		7¼ in.
" outside "		4¼ "
Number of No. 9 wires in each main cable	1,928	
Do. small cable	650	
Aggregate weight of cables	333,000 lbs.	
Number of wire rope stays in each main span	40	
Aggregate strength of cables and stays	7,300 tons.	
Weight of one main span	450 "	
Superficial area of floor	13,000 sq. ft.	
Maximum transitory load at the rate of 40 lbs. per sq. foot	260 tons.	
Aggregate wt. of bridge and maximum load	740 "	
Tension result'g from this weight.	1,080 "	
Aggregate solid section of four anchor chains in surperficial inches	180	

The chains are anchored to cast iron plates, which are supporting a large mass of masonry. All this iron is imbedded in asphaltum, applied in a hot state, so that neither air nor water can reach it. The chains and that portion of the cables with which they connect inside of the masonry, is by means of this coating of asphaltum perfectly protected against oxidation. In addition to this, they are well grouted with cement, and all the masonry surrounding the chains is well grouted. Every precaution has been taken to secure this portion of the work, which is out of sight, in a permanent manner, that leaves no doubt as to its preservation.

The cast iron towers will be crowned with ornamental turrets, and when completed will present a fine appearance. The now open truss railings will be closed by neat paneling, in keeping with the style of the towers. Two toll-houses will be erected at each end of the bridge that will form appropriate and convenient entrances to the bridge.

J. A. ROEBLING.

Journal of Mercantile Law.

LIABILITY OF ACCOMMODATION INDORSER TO PAYEE OF NOTE.

The case of Moore *vs.* Cross recently decided by the N. York Court of Appeals decides in substance that where a party indorses a note, made payable to the order of a third person, without a consideration, he is, notwithstanding, liable to such payee, as an indorser for good consideration, if the payee would not otherwise have taken the note.

The note in question was made by one McGervey, payable to the order of the plaintiff and was given for coal sold by the plaintiff to McGervey, on the condition that the defendant Cross should indorse his note. Cross did indorse the note with knowledge of this understanding. Upon the trial of the case which was had before a referee, the complaint was proved in substance, and the referee reported in favor of the plaintiff. The judgment entered upon this report was affirmed at a General Term of the Supreme Court from which the defendant appealed to the Court of Appeals. The decision of the Court of Appeals, affirming the judgment and entering quite fully into the law of endorsements we give entire.

JOHNSON, CH., J.—This action is upon a promissory note made by one McGervey, payable to the order of James Moore, and indorsed in blank by John A. Cross, James Moore and John McNamee. The plaintiff is the James Moore to whose order the note is payable. It was proved that, upon a negotiation for a sale of coal by Moore to McGervey, Moore agreed to sell him the coal for his note indorsed by Cross, and for this purpose Cross indorsed the note. The sale accordingly took place, and the coal and the note indorsed by Cross were respectively delivered. The note was discounted for Moore at the Atlantic Bank, and being unpaid at maturity was duly demanded and notice duly given to Cross. It was subsequently taken up at the bank by Moore, the plaintiff. The question is whether, on this state of facts, Moore can recover in this action against Cross.

It is quite conceivable that, in the ordinary course of business, a promissory note may, before it falls due, come to the hands of a person who already appears upon it as payee, or indorser. In such a case he cannot maintain action against any of the parties whose indorsements are subsequent to the first appearance of his name. The legal reason is that each of those persons, on paying to him the note, would have an immediate right to demand payment from him on his earlier indorsement. The law, to avoid this circuity, denies an action to a party thus situated. If the note had passed through his hand without indorsement, or if it had been indorsed without recourse by him, the reason would not exist; and there could be no objection founded upon his prior holding or indorsement, to the maintenance of an action by him against the parties liable on the note.

Again, if a note be made and endorsed for the accommodation of A., who endorses it to another person, and afterwards, in the course of trade, again becomes the holder, he could maintain no action against the maker and indorser for his accommodation, notwithstanding their apparent liability to him on the face of the paper. The fact of the accommodation making and indorsing might be proved to defeat the action, and it would establish that the agreement of the parties, contrary to the legal inference from the face of the paper, did not impose a liability on the maker and indorser to pay the party suing. This, in principle, is very like what the plaintiff seeks to maintain in this case. Having brought his action as a holder, and producing the paper indorsed in blank, he has *prima facie* made out a title as such; and to rebut the inference which arises on the face of the paper, that a recovery by him against Cross, would only lead to a new recovery by Cross against him, he shows that the defence of circuity is not available against him, inasmuch as Cross could have, by the original agreement of the parties, no recovery against him. The case is, as to its legal merits, the same, as if Cross had taken up the paper from the bank and brought an action against Moore as payee, and in such a case no one could doubt the competency of the proof of the facts now in proof, or their conclusiveness to defeat Cross' action. Between parties thus standing in immediate privity with each other, an action could no more have been maintained by Cross against Moore than it could, had Moore been strictly an accomodative indorser for Cross. When this note was originally in Moore's hands, the blank indorsement of Cross could have been rendered entirely conformable to the real agreement and object of the parties by Moore's making his own indorsement without recourse in terms. Upon such an endorsement the paper would no longer have afforded a *prima facie* answer to Moore's action against Cross, nor could Cross have maintained that such an indorsement was unwarranted, as it would have exactly carried out the intention of the parties. Between these parties I can see no reason why the indorsement might not thus have been made at the trial; or why it may not now, being a mere matter of form, and the right to make it being proved, be treated as made.

Some confusion has been thrown around this subject from what has been finally settled to have been an error, treating such an indorsement as a guaranty, and charging the indorser as a maker or guarantor. This doctrine was advanced in Herrick *vs.* Carman, and was adjudged in Nelson *vs.* Dubois and Campbell *vs.* Butler. It was attacked in Dean *vs.* Hall and in Leabury *vs.* Hungerford, and was finally overthrown in Hall *vs.* Newcomb, and the same case in error. The chancellor, in his opinion in the latter case, says: "If the object of the second indorser was to enable the drawer to obtain money from the payee of the note, upon the credit of the accommodation indorser, he may indorse it without recourse; and, by such indorse-

ment may either make it payable to the second indorser, or to the bearer; and such original payer may then, as legal owner and holder of the note, recover thereon against such second indorser, upon a declaration stating such special indorsement by him, and subsequent indorsement of the note to him by the second indorser. He proceeds to say that the party might proceed on the common counts, giving a copy of the notes and indorsements; but that he must in either case, show demand and notice to charge the indorser. In Spies *vs.* Gilmore, the doctrine came before this court under slightly different circumstances. Want of demand and notice were held to be excused, upon the circumstance of the case, in the Superior Court. In this court it was discussed and decided on the question of the sufficiency of the excuse; and not an intimation is to be found throwing any doubt upon the position, that had those defects not existed, the plaintiff might have recovered. The later cases being upon written guaranties, and not upon indorsements, are not applicable to this case. The case of Herrick *vs.* Carman, and Tillman *vs.* Wheeler are entirely in harmony with this view. In neither of them was it made to appear that the second indorser put his name on the paper to give the maker credit with the payee. On that ground each of them was decided, while the whole scope of the opinions shows, that with that proof, the court would have sustained a recovery. The case of Waterbury *vs.* Sinclair, sustains the general position of the plaintiff, as do the opinions of Mr. Justice S. B. Strong and Mr. Justice Emott, though the decision of the former was overruled upon the ground that there should have been an actual indorsement without recourse. It seems to me that, under the present system, if a right so to indorse appears, and it may be done even at the trial, that substantial justice is promoted by regarding it as done, and looking upon its actual doing as the merest matter of form. The recovery was founded on correct legal principles. The fact that an indorsement without recourse would present exactly such a case as might frequently happen in the transaction of business, and if so happening would strike no one as violating the ordinary theory of promisiory notes, shows that the real rites of these parties are capable of being enforced without violence to any rule of law, under the contract they have actually made. All the judges concurring.

Texas and New Orleans Railroad.

The road was entirely finished some four or five days since, from Beaumont to within three miles of the Trinity river at Liberty, and is by this time complete to the river, a distance of forty-three and three-quarter miles. Detachments of laborers and mechanics under sub-contractors, are at work at short intervals, on the whole route from Houston to the Sabine, some grading between the San Jacinto and Houston; some constructing the bridge over the San Jacinto which is now nearly completed; some grading and cutting cross-ties between the San Jacinto and the Trinity; some driving piles in the low places of the bottom west of the Trinity, (on the east of the Trinity the ground is high,) some constructing a bridge over the Neches; and others grading to the eastward between the Neches and the Sabine. The iron for the entire road is either now on the ground or in this city, and ready to be sent to the spot as soon as the road bed is ready. The bridges are all contracted for by Messrs. Pride & Bloomer, on the Howe Truss Patent plan. They will be completed in a short time; and that over the Trinity, which will be the last finished, will be done by the 1st of July.

We are assured that the entire road from Houston to the Sabine will be completed by or before November 1st next. The distances are as follows: from Houston to Liberty, 39 miles; from Trinity to Beaumont, 43¾ miles; from Beaumout to Sabine, 22 miles.—*Galveston Cirilian.*

A Moseley Iron Aqueduct on the Ohio Canal.

Through the intelligence and public spirit o Major Backus and Gen. Dodge, Canal Commissioner and Engineer of the Ohio Public Works, we are now enabled to record the successful erection of a Moseley Iron Aqueduct and its application to practical daily use on the Ohio Canals. The stone aqueduct over Furnace Run, eleven miles north of the town of Akron, in Summit county, having been washed away, and it being desirable to erect another structure of an equally substantial character, but possessing greater advantages in respect to water room below, these gentlemen invited proposals from the Moseley Bridge Company, and we can testify from an examination of the work, which we deemed of sufficient importance to justify a personal visit, that they have succeeded in obtaining as simple, perfect, and strong an Aqueduct as there exists in this or any other State. We found on measurement that the extreme span of the structure was 47 feet, the length of trunk supported by it 39½ feet, the width of the water way 21 feet, and its depth 4 feet, giving it a capacity of 3,318 cubic feet of which, at 62½ lbs. to the foot, makes a permanent burden of over 103 tons weight of water. Adding to this the weight of timbers, 32 tons, and we have an aggregate permanent load of over 135 tons.

The arches to support this weight are made of the best quality of plate iron, three-eights of an inch thick, disposed in an isosceles triangular tube —having an elevation of 14 inches. The theoretical strength of the structure is 600 tons, and the experiments of the Bridge Company show that it would be perfectly safe to load it to the extent of 420 tons. Thus it will be seen that its actual strength is about four times its permanent load, and its practical strength nearly three times that much. The stirrups and suspension rods are made of ⅞ inch round iron, and number one to every 18 inches of chord. The chord is composed of 3 bars, 4 inches by ⅝ths.

The feet of the arches rest upon stone pillars 4 feet square, and fully 2 feet above the water level. Depending from the chord are ⅞th rods, about 8 feet in length, supporting the floor-beams of the trunk. The arches are held in position laterally by three setts of wrought-iron truss beams over head, which effectually prevent any deflection in a lateral direction. The water was let in on the 27th of April, and such is the character of the structure that up to this time there has been no perceptible vertical deflection.

We have been thus particular in describing this Aqueduct, because we believe the Moseley Bridge to be one of the real improvements made in structures of this character. And we are pleased to see an adaptation of the best material which the engineer now has at his disposal, arranged in its best and most economical form, to the actual wants of our most important public works. The wooden structures which have been so common on our canals lack both strength and durability, and cost for continual repair almost the price of a new Aqueduct every four years.

While stone structures, as in the present instance, from the massive character of the underworks necessary to support it, interferes so seriously with the current below, as to endanger their stability. In the iron Aqueduct now under consideration, we have both these difficulties obviated, and a permanent structure, needing little repairs, and furnishing ample water-way below afforded at a trifling advance over the cost of a wooden aqueduct. From its peculiar construction also, should it be desirable from any cause whatever, to renew any of the timbers in the trunk, it can be done at pleasure without displacing the water or delaying the traffic. And the whole trunk may be raised or lowered with a very small force, and in a very short time. Another feature of great importance to the engineer in the erection of an Aqueduct, is the character of the masony needed to support these structures, as compaired with that needed for almost any other. The thrust of the arch is all sustained by the chord bars, so that the abutments have to sustain nothing but the actual weight of the superstructure. This feature gives it an immense advantage over the stone Aqueduct, as far as cost of under supports is concerned, while as far as regards time and labor of erection, one of these structures can be erected complete in less time and very little more expense, than is required in the preparation of the wooden centre needed for the stone aqueduct. And such is the accuracy of adjustment afforded that the joint, between the permanent bed of the canal and the aqueduct, is almost absolutely perfect.—*Railroad Record, May* 10.

The "Novelty" Steam-Power Passenger Car.

On Saturday last the car "Novelty," built by Kimball & Gorton, which is driven by an engine built by M. W. Baldwin & Co., made a trip to Norristown; and of the passengers on board, there was not one—we feel warranted in saying—who did not believe that the days for heavy engines and long trains on short roads, are numbered; and that, in a short time, single steam cars will succeed to the passenger business on omnibus roads, and on the suburban portions of trunk lines.

The car "Novelty" will seat thirty-eight passengers; the engine has power for a speed of thirty miles an hour; the boiler occupies a vertical position on the front end of the car; the gearing, which in most of its parts is similar to a locomotive, is under the floor, and the water tank—an iron pipe—is within the seats, which extend lengthwise along the sides of the car. The weight of car and engine, ready for service, is only 15,000 pounds. The engine has two horizontal cylinders 5 inch diameter, 12 inch stroke; the car stands upon a pair of drivers 3½ feet diameter, and a truck. The machinery occupies but 2½ feet of the body of the car, additional to the space occupied on the platform of horse-power cars by the driver.

On a short road, stocked with steam cars, the rail might be at *least* one-third less than the weight of rail on roads traversed by heavy locomotives, and the whole superstructure would be less costly for original construction and for maintenance in good repair. Clearly we are on the threshold of an improvement in the transit of passengers on short roads, and in the accommodation of local travel at city ends of far-reaching trunk lines.—*U. S. R. R. & Mining Reg., May* 9.

Southern (Miss.) Railroad.

We lean with pleasure that the Southern Railroad is making giant strides toward Meridian—that the track laying will reach *Lake*, in Newton county, one hundred miles from Vicksburg by, or before 1st June, and that the entire road will be ready for the trains to run between Vicksburg and Meridian in the month of October next.—*Vicksburg Whig.*

Suez Canal Commenced.

A letter from Alexandria, in the Paris *Patrie*, gives some details relative to the state of things connected with the Suez Canal: Whilst negotiations are being carried on between the Porte and the European Powers on the subject of the canal, the preparatory works advance in Egypt. Two moles are being constructed at Port Said, one of which will run out 2,000 metres into the sea, and the other 800. Stations, large sheds, and other establishments of a certain extent, are being built between Port Said and Suez, and a large town is to be founded half-way between the two places, which will be named after the son of the Viceroy. The number of European workmen employed is about 700, but the native laborers count by thousands. The principal works will, it is hoped, be commenced in a few months.

Pacific Mail Steamship Company.

The President of the Pacific Mail Steamship Company makes the following statement:

I present herewith, on behalf of the Board of Directors, a statement of the condition of the Pacific Mail Steamship Company on the 1st of May, 1860.

The assets therein stated have been recently again valued with care by a Committee of three Directors. The previous valuation was in May, 1858, since which time all outlay on the property then belonging to the company has been charged to profit and loss.

The reduction for depreciation of steamships, as adopted, is $290,899.70, being at the rate of fifteen per cent. per annum, from May 1, 1858, less the certain expenditures for repairs of a permanent character.

Surplus May 1, 1860	$911,188 61
Amount charged off for depreciation.	290,899 70
Making surplus with the old valuations of	$1,202,088 31
Surplus on Nov. 1, 1859	1,013,158 46
Net earnings between Nov., 1859, and May 1, 1860	$188,929 85

The investment in steamships has been further changed by the purchase of the Washington, and the loss of the Northerner, by striking a sunken rock off Mendocino, not laid down on the charts. She was insured for the sum of £15,000.

You were advised by our report of Nov. 8, 1859, of the formation of the North Atlantic Steamship Company. The option then reserved of taking the steamer Adriatic, or, in lieu of her, the Baltic or Atlantic, was subsequently surrendered, and the Pacific Mail Steamship Company became, and is now, a stockholder in the North Atlantic Steamship Company to the extent of 4,000 shares.

The steamers of that company were withdrawn from the California route, after the voyage of 5th March, under a contract made with the Atlantic and Pacific Mail Steamship Company and Mr. C. Vanderbilt, to secure harmonious running, by leaving to the Atlantic and Pacific Steamship Company the Atlantic service, and confining the operations of this company to the Pacific Ocean. This contract is for the term of five years from the 17th of February, 1860.

Under this, our capital stock has been increased to $4,000,000, or 40,000 shares, the limit of the charter. Of this issue, 5,000 shares are deposited in escrow to be delivered to the Atlantic and Pacific Steamship Company, upon the final transfer to this company of the titles of the four steamers, Uncle Sam, Orizaba, Cortez, and Sierra Nevada, which are now embraced in the annexed statement of assets. They become the property of this company with the good-will of the Atlantic and Pacific Steamship Company and Mr. Vanderbilt on the Pacific. In addition to the delivery of the stock named, there will be payable $250,000 in monthly instalments of 10 per cent. out of future receipts under the contract. We secured; but decided not to avail of, the option of purchasing the Champion, the fifth steamer of the Atlantic and Pacific Steamship Company. She is now on her way to New York, and to meet the outlay for the voyage around, the further amount of $50,000 will be paid to the Atlantic and Pacific Steamship Company.

Against these payments, we are to receive under the arrangement our proportion of the mail pay, under the contract of said company with the Government, for three months, at the gross rate of $250.000 per annum, or $43,750.

We are also to receive the mail pay of the Panama Railroad Company for the year 1860, the established rate of which per annum is $100,000, but they have now no binding contract beyond June 30, 1860.

This last contribution grows out of the general features of the agreement, among which there is a provision for a thrice-monthly line of steamers, and the guaranty of ample facilities for the transportation of freight at rates which must command large shipments.

The steady increase of the freighting business, and the stimulus given to travel by the discovery of new mines in California, justify our thus affording increased facilities for both, and we may feel confidence that the future organization of the line throughout will meet, as to the speed and general efficiency, all reasonable public requirements. On the other hand, by adopting a division of earnings as favorable to this company as that arranged with the North Atlantic Steamship Company, the business becomes mutually beneficial, and gains the best element of permanency.

By this new distribution of the tonnage for some time past on the route, the ends aimed at by us in the establishment of the North Atlantic Steamship Company have been attained; and, at the same time, the all-important object of a discontinuance of the competition, under which our receipts barely equaled our expenses, even with the well-balanced economy which has been established during such competition.

The identity of interest essential to entire harmony between the connecting lines is strengthened by the agreement of the Atlantic and Pacific Steamship Company and Mr. Vanderbilt, to receive as a permanent investment, 5,000 shares of our stock, towards payment of property transferred to this company.

The departures from New York have been thrice-monthly since March, but irregular. The thrice-monthly line will be formally and permanently organized in July, 1860, and the steamers leave New York and San Francisco on the 1st, 11th, and 21st of each month.

ANNUAL STATEMENT OF THE PACIFIC MAIL STEAMSHIP COMPANY, MAY 1, 1860:

ASSETS.

Cash in Bank of America		$9,736 04
Cash in New York Life and Trust Co.		200,874 90
Cash in United States Treasury Notes.		609,800 00
Cash in State and City Securities		80,480 18
Cash in United States Government		158,154 90
		$1,059,055 02
Cost of coal at depots in the Pacific and in transitu	$371,376 00	
Outfits and supplies at Panama	75,839 92	
Same at San Francisco.	71,181 39	
Same in transitu	5,519 83	
		523,917 14
Stock in the North Atlantic S. S. Co.		400,000 00
5,000 shares Company's Stock held in escrow on account of four steamships, titles to which to be conveyed by the Atlantic and Pacific Steamship Company		500,000 00
13 steamships, old valuation	$1,971,471 70	
Deduct for depreciat'n	290,899 70	
New valuation	$1,680,572 00	
		1,680,572 00
Store ships, iron screws, &c.		57,617 00
Machinery, tools, &c., at Benecia		81,000 00
Real estate at Panama	$11,920 00	
Real estate at Islands in Bay of Panama	41,447 96	
Real estats at San Diego.	1,850 00	
Real estate in San Francisco	70,709 32	
Real estate at Benecia	290,900 69	
Real estate at St. Helen's, Oregon	17,500 00	
		434,327 97
Cash in hands of Agents in the Pacific	$78,847 18	
Cash rem'ted thence, now on the way	40,000 00	
Cash in hands of pursers.	34,284 54	
		143,131 72
North Atlantic Steamship Company		14,072 02
Unexpired policies of insurance		12,000 00
Personal		495 74
Total		$4,911,188 61

LIABILITIES.

Capital Stock	$4,000,000 00
Surplus	911,188 61
Total	$4,911,188 61

Victoria Bridge.

SCHENECTADY, N. Y., May 17, 1860.

Dear Sir—In the *very valuable* articles on the Victoria Bridge does the author use £ sterling, or £s of Canada, when he writes? Does he use the gross ton (English) or net ton (American)?

A note in next number is desirable.

Yours

WM. M. GILLESPIE.

HENRY V. POOR, Esq.

Whenever pounds in money are expressed, sterling is intended.

The weight of the Victoria tubes and of all English bridges is given as found in the descriptions of the various structures referred to, and is, therefore, no doubt, expressed in gross tons, but the weight of American bridges, whether of wood or iron is expressed in net or American tons. This makes the comparison still more favorable for the American bridges quoted.

Memphis and Ohio Railroad.

This important road has been opened to Paris 130 miles from Memphis. It is to be continued from Paris to the State line, eighty-one miles further, by the Memphis, Clarksville and Louisville Railroad. Thirteen miles of this, from Clarksville to the State line, will be run in connection with the Edgefield and Kentucky road, and upon the remaining sixty-eight miles two parties are now engaged in laying rails, two more are to be put on in the fall, and the officers of the road confidently count upon completing it during the present year. A branch of the Louisville and Nashville Railroad, running from Bowling Green to the State line, a distance of fifty miles, and which is to be completed by November, and the Louisville and Nashville road from Bowling Green, will form a perfect railroad connection between Memphis and Louisville.

New Route West.

We learn that the New Jersey Central Railroad have made new arrangements and connections with the Lehigh Valley, the East Pennsylvania, and Reading Railroads, for runing an express train, by which Harrisburg can be reached in six hours and forty minutes from this city. The new time-table arrangement will go into effect on Monday, the 28th inst., on and after which date an express train will leave New York daily at 6 a. m., pass Reading at 10:40, and arrive in Harrisburg at 12:47 noon, in time to connect with the Pennsylvania Railroad train going West.

Grand Rapids and Indiana Railroad.

From Mr. Wildes, Chief Engineer, we learn that twenty miles of the Grand Rapids and Indiana Railroad, from Cedar Springs to Muskegon, have been located and surveyed. Members of the engineer's party speak in glowing terms of the country through which they have passed, it being a very fertile soil and heavily timbered, and so level that the grading will be very light. Indeed, it is expected that $60,000 will be sufficient to grade, bridge, and lay the ties the whole distance. The Board of Directors hold a meeting in Kalamazoo on Tuesday next, and, as they have received some bids for grading, the job will probably be let at

that time, and the work pushed as rapidly as practicable.—*Grand Rapids, Enquirer, May* 18.

Cincinnati Stock Sales.

BY KIRK & CHENEVER.

For the week ending May 22, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	86	and int.
Covington and Lexington, 1st Mortgage	6s	70	"
" " " 2d "	7s	70	"
" " " Income, pref.	10s	12½	
Ohio & Miss., E D., Construction	7s	17	
Cinc., Ham. and Dayton, 2d Mortgage	7s	86	and int.
" " " 1st "	7s		"
Indianap. & Cincinnati, do. do.	7s	72	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 70½
Columbus and Xenia	85
Indianapolis & Cincinnati	40
Little Miami	86

Railroad Earnings.

The following is a comparative statement of the earnings of the North Pennsylvania Railroad Company:

Earnings in April, 1860	$32,280 56
Do. do. 1859	28,781 95
Increase	$3,498 61
In first five months of fiscal year	$149,687 81
Same months last year	129,034 07
Increase	$20,653 74

The receipts of the Grand Trunk Railway of Canada, for the week ending May 5th, 1860, were | $60,329 62
Corresponding week, 1859 | 46,923 76
Increase | $13,405 86
Total traffic from July 1, 1859 | $2,467,946 65
Do. for same period last y. | 1,947,566 45
Increase | $520,380 20

The earnings of the Pennsylvania Railroad for the month of April, 1859 and 1860, were as follows:—

	1860.	1859.
Passengers	$143,326 75	$145,677 58
Freight	358,231 56	307,831 18
Sundries	10,749 28	8,917 02
Total	$512,307 59	$462,425 79
Increase in 1860	$49,881 81	

For four months of 1860:

	Passengers.	Freight.	Sundries.
January	$87,566 85	$274,111 92	$5,020 73
February	97,745 36	301,438 54	10 512 34
March	143,488 43	431,518 78	6,820 07
April	148,326 75	358,231 56	10,749 28
Total	$472,127 62	$1,365,300 80	$33,202 92

	Total.
January	$366,699 40
February	409,796 74
March	581,327 28
April	512,307 59
Total	$1,870,631 10

Earnings from January 1, to May 1, 1860, compared with the same period of 1859:

	1860.	1859.
Passengers	$472,127 38	$497,417 62
Freight	1,365,300 80	1,225,422 80
Sundries	33,202 92	38,213 76
Total	$1,870,631 10	$1,789,053 68
Increase		$81,577 32

The earnings for March, ($581,827 28) 1860 are greater than those of any single month before in the history of the road except April, 1856, the earnings for which exceeded $601,000. The earnings for the first four months of 1860 exceed those of the same period in any previous year since the opening of the road to business.

The following is an abstract from the report of the receivers of the Central Ohio Railroad for March:

RECEIPTS.

To balance, as per last report		$22,935 17
From mail re'ts prior to May 1, 1859		8,522 73
From passengers business	$22,160 79	
From freight business	40,802 02	
From express business	1,651 22	
From mail business	16,711 74	
From mileage on cars	781 48	
From other sources	184 15	
		82,291 40
		$113,749 30

DISBURSEMENTS.

Payments made for liabilities incurred prior to March, 1860	$58,865 56
Expenses of transportation department.	9,407 18
Expenses of machinery department	10,875 57
Expenses of road department	11,832 69
Expenses of construction department	1,815 71
Fuel	5,096 64
General expenses	1,483 05
Total	$99,376 40

Liabilities incurred in March and remaining unsettled, $18,974 66.

The following are the earnings of the Indianapolis and Cincinnati Railroad in April:

April, 1859	$29,555
" 1860	35,200
Increase	$5 645

The following are the earnings of the Great Western Railway for the week ending May 11th, 1860:

Passengers	$18,291 08
Freight and live stock	16,650 86
Mails and sundries	1,337 10
Total	$36,279 04
Corresponding week of last year	34,029 40
Increase	$2,249 64

The following are the earnings by the Chicago, Burlington and Quincy Railroad for the second week in May, exclusive of earnings for excursion trains, were in—

	1859.	1860.
Freight	$15,466 36	$44,945 00
Passengers	8,818 55	9,738 75
Totals	$24,284 91	$54,683 75
Increase	$30,398 84	
Add increase for first week in May	20,572 93	
Total increase for first half of May	$50,971 77	

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of April:

	1860.	1859.
Received from coal	$169,773 22	$134,514 98
Do. merchandise.	53,114 64	47,537 18
Do. travel, etc.	84,282 42	33,422 43
	$248,110 28	$215,475 59
Transportation, roadway, dumpage, renewal Fund, and all charges	130,102 65	112,374 83
Net profit for the m'th.	$118,007 63	$103,089 73
Do. for previous 4 mos.	344,395 66	295,959 77
Total net profit for 4 months	$462,403 29	$399,059 73

Already the net profits for the first five months of the year to the end of April is about $63,000 over what it was to corresponding time last year. The increase is in every item of the report, and this, too, with a very slight increase of transportation, dumpage, renewal fund, etc.

The earnings of the Great Western Railroad Company of Illinois were:

March, 1860	$37,028 27
April, 1860	35,890 31
Total	$72,918 58

The earnings of the Sandusky, Mansfield and Newark Railroad Company were:

March, 1860	$12,927 02
April, 1860	13,787 88
Total	$26,714 90

The earnings of the Pacific Railroad of Missouri for April were as follows:

	1860.	1859.
Passengers	$31,182 63	$27,646 55
Freight	23,902 60	31,902 32
Mails	2,037 50	2,100 00
Total	$57,122 73	$61,648 87
SOUTHWEST BRANCH.		
Passengers	$470 40	$1,921 55
Freight	541 69	2,116 35
Total	$1,012 09	$4,037 90

Cincinnati, Wilmington & Zanesville R. R.

The election of directors of this road took place at Lancaster, on the 17th inst. The gentlemen chosen were: J. A. Adams, P. Bartram, N. Sleigh, D. Tallmadge, W. Griswold, — McCrea, D. McLean, Wm. Fife, and — Quinn.

Marietta and Cincinnati Railroad.

It is stated, with some appearance of authority, that Mr. FERNIE, of London, England, who, with Mr. ROBERTSON and other parties interested in the re-organization of the Marietta and Cincinnati Company, have been in town for several days past, is about to have a thorough examination of that line, made by competent parties, with a view to the commencement of operations for putting the road bed, as well as the equipment, in complete condition. The great improvement in the earnings of the Marietta and Cincinnati during the last eight months, has materially changed the views of the European as well as American bond-holders, and given a new value to the Company's securities and in the new organization. It is a fact, worth noting in this connection, that there is not a road in Ohio—the Cleveland and Pittsburg and the Cincinnati, Hamilton and Dayton excepted—that is to-day capable of making a higher speed, with safety, than the Marietta line between Chillicothe and Loveland junction with the Little Miami. The through trains are almost always on time at either termini, and in one instance last week, were run at the rate of forty-eight miles per hour without any extra strain.—*Cin. Commercial, May* 22.

Tennessee Copper Mines.

The copper district in Tennessee lies in Polk county, in the south eastern part of the State, bordering upon the States of Georgia and North Carolina. Polk county is in the heart of the Cherokee Nation, from which the Indians were removed in 1836. Mining has been pursued for about ten years, with few facilities of labor or transportation, yet with favorable results. The "Union Consolidated Mining Company" has four furnaces in use, and four more under construction, to be ready in the spring. The mining area embraced in its operations is over 3,200 acres. The production of ore during the last seven months of 1859 was 4,079 tons, equal to 580 tons pure copper, worth at least $250,000. The yield this year is expected to double that of the last. A first semi-annual dividend is to be declared, payable July 1, 1860. The "Polk County Copper Company," organized in New Orleans, has purchased mines, and is preparing for operation on an extensive scale.

Railroads of the State of New York.

(Continued from p. 421.)

Corporate Titles of Companies.	Chartered in the year.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate
1844.		$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Mohawk and Hudson		1,000,000	225,000	89,000	1,314,000	1,307,502	16.86	66,294	10,060	4,229	80,583	34,041	46,542	*nil.*	*nil.*
New York and Harlem		1,200,000	.....	.....	1,200,000	1,204,846	26.01	138,190	2,495	.....	140,685	78,286	62,399	"	"
Saratoga and Schenectady		300,000	.....	.....	300,000	303,658	21.50	28,067	4,935	2,745	35,747	29,867	5,880	"	"
Buffalo and Black Rock		21,650	.....	.....	21,650	21,650	3.00	2,000	.....	.....	2,000	1,500	500	"	"
Rensselaer and Saratoga		325,000	150,000	.....	475,000	475,801	25.26	23,629	6,903	11,390	41,932	29,531	12,401	10,500	3½
Brooklyn and Jamaica		284,850	85,000	.....	369,850	369,850	11.00	.....	.....	.....	.....	.....	33,000	22,788	8
Utica and Schenectady		1,600,000	500,000	68,665	2,168,665	2,168,665	78.00	306,279	9,402	29,580	345,261	132,838	212,423	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	200,000	22.00	23,279	.....	1,500	24,779	10,908	13,871	12,000	6
Long Island		1,200,000	450,000	.....	1,650,000	1,610,221	49.00	143,301	10,155	.....	153,456	94,460	58,996	*nil.*	*nil.*
Tonawanda		500,000	250,000	.....	750,000	727,300	43.50	92,639	15,722	5,816	114,177	88,312	75,865	28,337	4
Hudson and Berkshire		300,000	250,000	25,000	575,000	575,613	31.50	9,088	16,853	.....	25,941	24,000	1,941	*nil.*	*nil.*
Lockport and Niagara Falls		197,000	.....	.....	197,000	197,000	23.00	12,000	800	.....	12,800	10,000	2,800	"	"
Auburn and Syracuse		400,000	200,000	66,656	666,656	666,656	26.00	80,553	.....	.....	80,553	44,193	36,360	31,547	8
Syracuse and Utica		1,000,000	150,000	1,576	1,151,576	1,151,576	53.00	181,647	3,457	9,577	194,681	80,824	113,857	80,000	8
Lewiston		27,050	.....	.....	27,050	27,050	3.34	4,758	522	.....	5,280	3,345	1,935	1,200	5
New York and Erie		2,000,000	2,750,000	300,000	5,050,000	4,762,485	53.00	46,179	79,841	.....	126,020	66,945	59,075	*nil.*	*nil.*
Albany and West Stockbridge		1,000,000	.....	768,688	1,768,688	1,768,688	38.00	.....	.....	.....	.....	.....	106,120	60,000	6
Auburn and Rochester		1,250,000	500,000	56,250	1,806,250	1,796,342	78.00	215,247	7,808	14,612	237,667	85,660	152,007	105,000	8
Schenectady and Troy		640,799	.....	.....	640,799	640,799	20.50	31,067	1,578	217	32,862	26,281	6,581	*nil.*	*nil.*
Attica and Buffalo		338,650	.....	.....	338,650	336,211	31.95	64,339	5,593	3,316	73,248	25,215	48,033	33,865	10
Cayuga and Susquehanna		18,000	.....	.....	18,000	18,000	28.75	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Skaneateles and Jordan		27,000	.....	.....	27,000	27,000	5.00	1,200	.....	.....	1,200	700	500	"	"
Total		13,829,999	5,510,000	1,375,835	20,715,834	20,356,863	688.17	1,469,756	176,124	82,982	1,728,872	816,906	1,051,096	540,237	..
1845.															
Mohawk and Hudson		1,000,000	450,000	10,990	1,460,990	1,460,990	16.91	79,645	14,781	4,068	98,494	37,367	61,127	*nil.*	*nil.*
New York and Harlem		1,200,000	.....	.....	1,200,000	1,213,456	26.01	167,554	9,883	.....	177,437	81,958	95,479	"	"
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	30,468	5,290	1,104	36,862	24,480	12,382	6,000	2
Buffalo and Black Rock		21,650	.....	.....	21,650	21,650	3.00	1,176	.....	.....	1,176	650	526	*nil.*	*nil.*
Rensselaer and Saratoga		300,000	175,000	.....	475,000	475,801	25.26	28,458	6,937	9,781	45,176	33,943	11,233	12,000	4
Brooklyn and Jamaica		300,000	85,000	.....	385,000	440,000	11.00	.....	.....	.....	.....	.....	33,000	24,000	6
Utica and Schenectady		1,600,000	500,000	89,505	2,189,505	2,189,505	78.00	358,810	41,769	15,489	416,068	147,558	268,510	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	217,472	22.00	25,804	1,877	912	28,593	13,530	15,063	11,866	6
Long Island		1,300,000	450,000	10,000	1,760,000	1,753,047	86.50	147,650	19,675	172,909	340,234	300,264	39,970	*nil.*	*nil.*
Tonawanda		580,000	150,000	40,000	770,000	783,409	43.50	89,897	20,311	6,570	116,778	37,006	79,772	57,991	10
Hudson and Berkshire		300,000	250,000	25,000	575,000	575,928	31.50	8,367	27,572	.....	35,939	23,000	12,939	*nil.*	*nil.*
Lockport and Niagara Falls		197,000	.....	.....	197,000	197,000	23.00	10,000	500	.....	10,500	9,000	1,500	"	"
Auburn and Syracuse		400,000	250,000	25,000	675,000	675,239	26.00	79,500	15,577	4,725	99,802	44,326	55,476	32,000	6
Syracuse and Utica		1,000,000	100,000	16,872	1,116,872	1,116,872	53.00	182,484	12,946	8,859	204,289	105,796	98,483	80,000	8
Lewiston		24,000	.....	3,050	27,050	27,050	3.34	4,758	272	250	5,280	3,345	1,935	1,200	5
New York and Erie		2,000,000	3,000,000	200,000	5,200,000	4,766,713	53.00	44,175	82,170	.....	126,345	70,217	56,128	*nil.*	*nil.*
Albany and West Stockbridge		1,000,000	.....	759,827	1,759,827	1,759,827	38.00	.....	.....	.....	.....	.....	105,588	60,000	8
Auburn and Rochester		1,250,000	600,000	32,045	1,832,045	1,832,045	78.00	214,143	17,128	7,788	239,059	96,985	142,074	112,500	9
Schenectady and Troy		641,540	.....	.....	641,540	641,540	20.50	28,244	3,070	2,048	33,362	27,561	5,802	*nil.*	*nil.*
Attica and Buffalo		338,650	.....	.....	338,650	342,000	31.95	58,976	6,602	4,719	70,297	30,974	39,323	33,825	10
Cayuga and Susquehanna		18,000	.....	.....	18,000	18,000	28.75	2,079	10,048	45	12,172	13,725	*loss.*	*nil.*	*nil.*
Skaneateles and Jordan		27,000	.....	.....	27,000	28,211	5.20	852	1,538	1,140	3,530	3,803	"	"	"
Troy and Greenbush	1845	233,371	.....	.....	233,371	233,371	6.00	12,201	3,647	.....	15,848	5,981	9,867	7,843	3½
Total		14,201,211	6,010,000	1,202,289	21,413,500	21,269,126	721.92	1,575,241	301,593	237,407	2,114,241	1,111,539	1,002,702	580,225	..
1846.															
Mohawk and Hudson		1,000,000	450,000	22,967	1,472,967	1,472,967	16.91	92,195	18,321	3,341	113,857	41,776	72,081	*nil.*	*nil.*
New York and Harlem		1,200,000	500,000	20,000	1,720,000	1,702,077	42.00	170,923	11,882	.....	182,805	86,737	96,068	"	"
Saratoga and Schenectady		300,000	.....	.....	300,000	300,000	21.50	27,450	4,668	.....	32,118	26,358	5,760	18,000	6
Buffalo and Black Rock		21,650	.....	.....	21,650	21,650	3.00	1,200	.....	.....	1,200	700	500	*nil.*	*nil.*
Rensselaer and Saratoga		300,000	175,000	.....	475,000	475,801	25.26	32,367	8,183	9,984	50,534	41,469	9,065	9,000	3
Brooklyn and Jamaica		284,400	85,000	.....	369,400	369,400	11.00	.....	.....	.....	.....	.....	33,000	22,752	8
Utica and Schenectady		1,600,000	500,000	89,505	2,189,505	2,189,505	78.00	347,535	65,297	15,564	428,396	243,430	184,966	160,000	10
Buffalo and Niagara Falls		200,000	.....	.....	200,000	205,902	22.00	29,841	3,315	800	33,956	14,644	19,312	13,915	8
Long Island		1,300,000	450,000	9,523	1,759,523	1,759,523	86.50	142,080	24,975	128,673	295,278	351,505	*loss*	*nil.*	*nil.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	.....	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,091	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	.....	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,064,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	.....	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,009	—	.....
28 Feb. '59	88.5	28.4	.....	20	14	272		*North East and South West*	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,158	211,880	6	.....
16 Dec. '59	.....	.....	.....	295.8	...	...	.....		728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
-- -- --	.....	.....	.....	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	.....	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	.....	.....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	.....	.....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	.....	.....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	—	—	—	—	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	5	5		167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	29	72	368		New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8	.....
31 Mar. '58	59.0	7.0	.....	.....	.....	.....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	.....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	295,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	—	—	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	18	16	171		Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	218,180	375,250	209,785	11	108
31 July '59	50.0	—	.....	7	2	107		Muscogee	774,244	162,534	—	609,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	3	4	33		Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	6,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	76
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- '58	138.0	—	.....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,643,104	228.4	.....	1,407,846	629,029	—	70
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	65½
-- -- '57	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	113	96	2,305		*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
-- -- --	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
-- -- '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	19	21	278		Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	23	19	313		Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Dec. '58	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,339,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	65.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	113.0	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,963	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	—	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	.....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	288,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	.....
31 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	60,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	.....	.....	.....	Penobscot	308,413	.....		180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	99
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	73½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187.427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,966	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	15½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	188,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	104½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860,119	394,475	8	110
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	111
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	75½
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	102½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	96½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	.....		298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302	.....		223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,468	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....		448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	.....	.....	.....	Troy and Greenfield	478,048	.....		385,206	219,000	9,854	614,060	ope	r. by T.	and B	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	50½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13
-- -- --	—	—	—	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....			—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,306	206.8	14 mo's.	497,269	236,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	3
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	57
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern Mass.		—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	299,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.6	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '58	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	113
-- -- '59	—	—	—	2.6	.....	.....	.....	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	58.0	—	.....	45.6	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	125½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		164,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93.894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r. by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	49
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	82½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	22½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	13½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottedam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,820	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613.231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	..	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	12
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	31
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,795	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,897,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	118.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	63,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346.500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	80½
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	—	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	558,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,607	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	43½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
30 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,485	370,078	8,468,518	—	11 mos.	1,086,168	437,499	6	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelngs.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,947	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	700,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- -- '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,468	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,512	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- -- '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,760,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,486	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '58	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,698	4	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.0	387,413	672,894	278,756	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
-- -- '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,945	—	3
-- -- '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- -- '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- -- '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	106,245	.....	.....	—	.....
-- -- '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	126.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
-- -- '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- -- '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- -- '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- -- '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
-- -- '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- -- '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
-- Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	12	134

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	-------	----
Mortgage	109,500	---	-------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	968,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	-------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	85
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	-------	----
Bellefontaine and Indiana :				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1869	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	-------	----
Camd. and Amb. R.R. Co.	244,000	6	-------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	-------	----
4th Mortgage Coupons	200,000	7	-------	----
Sinking Fund	200,000	6	-------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	-------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	-------	----
Burlington Loan	75,000	---	-------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	-------	----
2d Mortgage	1,000,000	7	-------	----
Cheshire :				
Mort. ('60, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	-------	†	-------	----
2d Mortgage	-------	†	-------	----
3d Mortgage	-------	†	-------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	-------	----
Income	62,000	---	-------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	-------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	-------	----
Real Estate	350,000	†8	-------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	-------	----
2d Mortgage	574,000	---	-------	----
3d Mortgage	158,000	---	-------	----
Income	250,500	---	-------	----
Tunnel Right	1,000,000	---	-------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	-------	----
2d Mortgage	469,000	---	-------	----
3d Mortgage	38,800	---	-------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	-------	----
Income	118,000	---	-------	----
Dividend Bonds and Scrip	491,825	---	-------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	71
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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***Columbus, Piqua and Indiana :**				
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-------	-------	---	-------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	-------	----
Cumberland Valley :				
1st Mortgage	116,500	---	-------	----
2d Mortgage	97,000	---	-------	----
Dauphin and Susquehanna :				
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-------	-------	†	-------	----
Dayton and Michigan :				
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-------	-------	---	-------	----
Dayton and Western :				
1st Mortgage	300,000	---	-------	----
2d Mortgage	-------	---	-------	----
Delaware :				
1st Mortgage	500,000	---	-------	----
Guarantied	65,000	---	-------	----
State Loan	170,000	---	-------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	-------	----
Dubuque and Pacific :				
New Construction	800,000	†	-------	----
Dubuque Western :				
1st Mortgage	344,000	†	-------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	-------	----
Endorsed by State of Tennessee	150,000	---	-------	----
Mortgage (ordinary)	790,688	---	-------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	-------	----
Endorsed by State of Tennessee	200,000	---	-------	----
1st Mortgage (after State)	100,000	---	-------	----
Redeemable in Stock	66,950	---	-------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	-------	----
Evansville and Crawfordsville :				
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Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	-------	7	1701	----
Free Land, 2d Mortgage	-------	8	1701	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1701	----
Free Land, 2d Mortgage	200,000	8	1701	----
Fox River Valley :				
1st Mortgage	400,000	†	-------	----
2d Mortgage	180,000	---	-------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'68	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	-------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	-------	----
Old Sang. and Morg. Railroad	41,000	---	-------	----
2d Mortgage	323,000	---	-------	----
Chattel (Equipment) Mortgage	374,426	---	-------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	-------	----
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Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	-------	59½
2d Mortgage (convertible)	757,000	7	-------	----
Plain	11,000	7	-------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	-------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	104½
2d Mortgage	1,980,000	7	1860	102½
3d Mortgage	1,840,000	7	1875	90½
Convertible	1,002,000	7	1877	77
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	90½
Construction	4,115,000	6	1875	90½
Free Land	3,000,000	7	1860	100
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	-------	----
Income	281,500	10	-------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	-------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	-------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland :				
1st Mortgage	656,000	---	-------	----
2d Mortgage	167,000	---	-------	----
Income	166,000	---	-------	----
Domestic	84,200	---	-------	----
Jeffersonville :				
1st Mortgage	289,000	---	-------	----
2d Mortgage	392,000	---	-------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	-------	----
1st Mortgage	260,000	7	-------	----
2d Mortgage (convertible)	1,000,000	7	-------	----
3d Mortgage	600,000	7	-------	----
Guarantied by Covington	200,000	6	-------	----
Cincinnati (exchanged)	100,000	6	-------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
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Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	-------	----
City of Keokuk, (special tax)	150,000	10†	-------	----
Lee County, 20 years	150,000	8	-------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	-------	----
City of Keokuk	200,000	8	-------	----
Henry and Louisa Company's	50,000	8	-------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	-------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		
2d Land Grant (Western Div.)	353,600	†		9
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59-'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	47
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	
2d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	105
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	23
Sinking Fund	2,193,000	7	1875	49
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		70
2d Mortgage	461,378	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Quawaka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1868	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1878	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	95
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	366,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18
2d Mortgage	----------	---	------	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ----	----	---	------	----
---- ----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, May 26, 1860.

Improvement of Western Railroads.

The increased earnings of Western railroads are entirely due to a larger movement of produce over previous years. The following statement will show the receipts of grain at Chicago for 1860, to May 15, over corresponding periods of 1858 and 1859:

	1858.	1859.	1860.
January 9	190,550	61,293	156,237
January 16	176,540	79,291	231,852
January 23	177,680	72,350	333,095
January 30	147,623	84,971	321,288
February 6	96,664	136,778	241,886
February 13	160,054	183,298	288,130
February 20	173,008	178,847	254,601
February 27	232,123	112,056	188,588
March 6	190,090	101,260	131,993
March 13	232,142	84,794	230,129
March 20	127,772	77,726	481,498
March 27	115,062	182,185	299,576
April 3	172,443	155,379	281,266
April 10	330,184	181,914	442,748
April 17	319,637	129,686	428,919
April 24	310,759	168,945	529,977
May 1	678,682	185,433	514,584
May 8	497,514	213,831	836,293
May 15	493,612	228,403	677,333
Total, 19 weeks	4,832,139	2,563,440	6,568,887

The following table shows the difference in receipts of principal articles in the two years from January 1, to the present time:

	1859.	1860.	Increase.
Flour, bbls.	128,562	140,609	12,047
Wheat, bush.	769,016	1,176,585	407,500
Corn, bush	980,504	4,408,718	3,428,214
Oats, bush.	156,846	312,271	145,425

The crop of Indian corn the past year throughout the greater portion of Illinois was good. There is an active Eastern demand for it, at remunerating prices. Should good crops follow for two years to come, and a similar demand continue, we shall see a very different state in the West.

The Illinois Central Railroad will gain the most, as all that is wanting to ensure a rapid sale, and payments for its lands, is good crops and fair prices. One good crop will realize enough to the farmer to pay for his land at the highest prices asked by the company. The present change for the better is greatly to the advantage of this company, and will add largely to its receipts from land sales, the present year.

Macon and Augusta Railroad Company.

This company was organized at Augusta, Ga., on the 16th inst., by the election of the following named gentlemen as directors, viz:

S. D. Heard, Jno. Macmurphy, W. D. Bowen, J. R. Stoughton, Claiborne Snead, Jno. P. King, John Bones, Henry Moore, Robert Collins, Thos. M. Turner, and Wm. H. Goodrich.

The committee on subscriptions reported the following amounts of stock as having been taken:

By city of Augusta	$500,000
By citizens	122,000
By city of Macon	50,000
By county of Baldwin	60,000
By citizens of Hancock	125,000
By citizens of Jones	105,000
By citizens of Macon	50,000
	$1,013,200

In addition to the above it was reported that $15,000 had been taken by the citizens of Warrenton. The amount subscribed exceeds that required by the charter.

New Railroad Through Pennsylvania.

The people through the south-western portion of this State are moving for the construction of a new line of railroad, commencing at Harrisburg and running in a south-westerly direction, so as to form a connection, either with the Baltimore and Ohio, or Pittsburg and Connellsville Railroads. In furtherance of this object a convention was held this week at Harrisburg, composed of large delegations from the south-western counties of the State. Chief Justic Lowrie of the Supreme Court presided, assisted by a number of Vice Presidents.

The Hon. Jeremiah S. Black, District Attorney of the United States, together with Col. Shriver of New York City, and nine other prominent gentlemen, were appointed a Committee of Resolutions, who reported the following preamble and resolution, which was unanimously adopted:

Whereas, It has been made manifest to this convention, upon the most conclusive evidence, that a railroad from the City of New York to the Ohio river and the heart of the Great West, may be made for less than eight millions of dollars, and twenty equated miles shorter than by any other route now in existence through Pennsylvania, and one hundred and fifty miles shorter than by any route through the State of New York; therefore

Resolved, That a Committee of five persons be appointed for the purpose of laying these facts before capitalists and other persons who are interested in this great thoroughfare of trade, and inviting their aid to secure the speedy completion of this important enterprise.

The Committee was appointed and consists of Thos. Shriver, Isaac Hughes, John Cessna, A. P. Wilson and Nelson Reilly.

The route to be adopted we presume will be that occupied by the Shermans Valley Railroad.

Alabama and Florida Railroad.

The following named gentlemen have been re-elected directors of the Florida end of this road for the running year:

President—Wm. H. Chase.

Directors—F. Bobe, O. M. Avery, A. E. Maxwell, L. M. Merritt, E. E. Simpson, A. L. Avery, J. Sierra and Alex. McVoy.

The report of the President states that thirty-two miles being now open, there remains but thirteen miles of track laying to be completed to the line. No impediments on this section due to the want of preparation exist, either of the road bed or trestle work, to prevent reaching the State line by the first of July; and we are informed by the superintendent and chief engineer of the Alabama Company, that their road will be extended to a point sixty-five miles from Montgomery, and within fifty miles of the State line by the first of July next. The whole route will probably be completed within a year from the present time.

☞ WILLIAM H. BERRYMAN, Esq., has opened a store at No. 38 Harrison st., in this city, for the sale of BOILER PLATES and RIVETS, Tank, Angle and Bar Iron, Smoke Pipe, Boiler Tubes, etc.

Mr. Berryman's long experience as a practical *Machinist*, and manufacturer of *Boilers*, enables him from professional knowledge to select articles of the best description; so that, in filling orders

entrusted to him, he is enabled to give entire satisfaction, both in regard to price and quality.

Having made arrangements with some of the best manufacturers in Pennsylvania, he is enabled always to have a well assorted stock on hand, and to execute orders with punctuality and dispatch.

☞ The attention of Engineers, Conductors, etc., is invited to the advertisement of Messrs. TIFFANY & Co., in another column. According to the advertisement, an arrangement has recently been perfected by which they have obtained the exclusive sale in this market of the "*Charles Fordsham Watch.*" This watch is represented as the most accurate and durable of time-keepers. Having been tested by trials of extraordinary severity, Messrs. TIFFANY & Co. have no hesitation in asserting its superiority in every respect, over any watch that has ever come under their inspection. They refer by permission to a large number of gentlemen who have purchased the watch from them. Address Messrs. TIFFANY & Co., 550 Broadway, New York.

☞ Messrs. ROOT, RUST & CLARK, manufacturers and dealers in OILS, have removed from No. 51 Ferry St., to No. 215 Pearl St., New York, where they are prepared to fill orders for *Sperm*, *Elephant* and *Whale* Oils. They are also IMPORTERS of *Rapeseed* Oil—an excellent substitute for Sperm as a lubricator. Having been a very long time in the business, and having become thoroughly acquainted with the requirements of railroad companies, machine shops, etc., they are enabled to supply Oils adapted to their wants. Orders promptly filled, and at the lowest price. Address Messrs. ROOT, RUST & CLARK, 215 Pearl St., N. Y.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 23rd May, 1860, were as follows:

	Th.17.	F. 18.	Sat.19.	M.21.	Tu.22	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 1874	103½	103½	103½	103½	....	104
U. S. 5s, 1865	....	....	....	....	102½	....
STATE STOCKS:—						
California 7s	91	91	91½	91½	....	91½
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	91½	....	....	....	....	....
Kentucky	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri	84½	84½	84½	84½	84	84½
New York 5s, 1874	....	....	....	....	....	....
North Carolina 6s	97	96½	96½	97	....	....
Ohio 6s, 1870	....	....	....	....	....	....
Tennessee 6s, 1890	91½	91½	91½	91½	91½	....
Virginia 6s	92½	92½	92½	92½	92½	92½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	....	....	....	....	....	76
Chicago and Rock Isl.	69½	70	70½	71	69½	70½
Clev., Painesv. & Asht.	....	....	....	....	....	115
Clev. and Pittsburg	....	....	....	....	....	11½
Clev. and Toledo	30½	31	31	31½	30½	31
Del., Lack. and West.	....	86	....	86	86	86½
Galena and Chicago	64½	64½	64½	65½	64½	64½
Hudson River	46½	48	48½	48½	48½	49½
Illinois Central	60½	62	62½	62½	61½	62
Michigan Central	48½	49	50	50½	50½	51½
M. S. and N. I. guar'd	25	25½	25½	26	25½	26
M. S. and N. I.	12½	12½	12½	12½	12½	13
New York Central	82½	82½	82½	82½	82½	82½
New York and Erie	22½	22½	22½	22½	22½	22½
N. York and Harlem	13	13½	13½	13½	13½	13½
N. Y. and H. "pref."	39½	39½	40½	41½	41	41
Panama	139	132	133½	134	133½	133½
Phila. and Reading	43½	43½	43	43	42½	42½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	100½	....	101½	101½	....	100½
Cumberland Coal Co.	14½	14½	14½	14½	14½	14½
Pennsylvania Coal Co.	85	....	....	....	....	84½
Pacific Mail S. S. Co.	92½	88	90	91½	89½	88
Canton	21½	21½	21½	21½	21½	21½
Brooklyn Water W's.	....	....	....	102½	102½	....

The following are the closing prices in the London Market on the 12th May:

United States 5 p. c. red. '74	93½	to	94½
Illinois Central 6 p. c. red. 1875	78	to	80
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	92	to	93
Do. $100 shares, $60 p'd.	43	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1882	85	to	87
Do. $100 shares	43	to	48
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	93	to	95
Do. $100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1869	85	to	87
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	43	to	48
Do. Shares, assented	17½	to	18½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	89	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

Bellefontaine Railroad Line.

This "Line" is composed of the *Bellefointaine and Indiana Railroad*, extending from Indianapolis to Union, 84 miles; and the *Indianapolis, Pittsburg and Cleveland Railroad*, extending from Union to Crestline, 122 miles—making the entire length of the "Line," 206 miles.

We are in receipt of the Fourth Joint Annual Report of the Directors of these roads—being the Tenth Annual Report of the former, and the Eleventh of the latter company. The fiscal year of these companies terminated December 31, 1859. The transactions of the two roads during the year are as follows:

BELLEFONTAINE AND INDIANA RAILROAD.

EARNINGS.

	Pass'g'rs.	Freight.	Mails, etc.	Total.
Jan.	$7,247.28	$12,652.61	$2,188.30	$22,088.19
Feb	7,159.28	14,778.79	2,188.30	24,126.32
March.	10,696.26	18,230.48	2,188.30	31,115.04
April.	8,177.94	9,032.42	2,363.50	19,573.86
May	8,633.29	6,157.04	2,188.30	16,978.63
June	7,636.33	9,089.34	2,188.30	18,913.97
July	7,116.20	8,949.05	2,363.50	18,428.75
August	9,547.47	15,035.91	2,319.70	26,903.08
Sept.	9,556.59	17,870.76	2,060.55	29,487.90
Octob'r	9,649.91	16,401.83	2,083.68	28,145.42
Nov.	7,096.14	16,146.52	2,007.52	25,250.18
Dec.	6,393.72	16,822.96	2,150.22	25,366.90
Total.	$98,910.36	161,167.71	26,290.17	286,368.24

EXPENSES.

Repairs of track	$42,423 56
" engines	22,662 59
" cars	14,448 05
" buildings	2,550 70
" bridges	1,114 87
Train expenses	37,314 50
Depot and stations	15,941 41
Wood	24,734 48
Oil and waste	4,360 15
Salaries	5,243 11
Loss and damage	4,770 78
Miscellaneous	29,295 79
	204,859.99
Net earnings	$81,508 25
Interest and taxes	95,097 66
Deficit	$13,589 41

Compared with the previous year the gross earnings show a decrease of $45,858 46
The expenses an increase of 19,445 75

Making a decrease in net earnings $65,304 21

This loss of revenue is attributable to the almost total destruction of the crops on nearly the whole road by the frost of June, 1859; while it was impracticable to make a corresponding decrease in the expenses.

The company is still without Floating Debt The following is the General Balance Sheet December 31, 1859:

ASSETS.

Cost of road and equipment	$3,020,173 18
Real estate	68,044 97
Mortgages, notes and cash in hands of real estate trustees	79,882 66
Bills receivable	37,623 35
Materials on hand	13,682 46
Due from Ex. Com. Bellefontaine Line	26,598 54
In hands of Treasurer and Agents	3,139 57
Stock in Col. Piqua & Indiana R.R.	10,000 00
One bond of Marion Co.	1,000 00
Suspense account	5,854 20
Transportation expenses of 1859	204,859 99
Interest on bonds do.	89,209 48
Taxes do.	5,888 18
	$3,565,956 53

LIABILITIES.

Capital stock	$1,859,813 02
First mort. 7 per ct. b'ds due 1866	791,000 00
Second do. do. 1870	157,000 00
Income do. do. 1859	104,500 00
do. do. do. 1870	82,500 00
Real estate do. do. 1858	1,000 00
do. do. do. 1861	30,750 00
do. do. do. 1863	40,000 00
do. do. do. 1866	48,000 00
Dividend scrip to be funded in Second mortgage bonds	12,328 00
Bills payable	6,965 88
Car loan	11,737 29
Unpaid interest on bonds	45,548 53
Surplus earnings prior to 1859	87,445 57
Gross earnings of 1859	286,368 24
	$3,565,956 53

The first mortgage bonds of the company remain the same as last year. The issue of second mortgage bonds has been increased $29,000. By an arrangement with the holders, $14,000 of 8 per cent. preferred stock has been converted into second mortgage 7 per cent. bonds, and the stock cancelled. The amount of dividend declared in January, 1857, payable in second mortgage bonds was $73,000. Of these there had been delivered to January 1, 1858, $58,000; claimed during 1859, $3,000; leaving on hand, $12,000. This amount, though held subject to call, has been charged up to the issue of bonds, and these items constitute the increase of 1859. The amount of real estate bonds outstanding last year was $129,000. Of these bonds, due in 1861, the trustee has retired, during the year, $9,250, leaving now outstanding $119,750. The amount of Income bonds outstanding January 1, 1859, was 199,500; of these, $12,500 have been redeemed by the Sinking Fund—leaving $187,000; of which, $82,500 have been extended to January 1, 1870—leaving overdue and outstanding, $104,500.

The payments to the Sinking Fund for the redemption of these bonds were continued till December, 1859, when it became apparent that the revenues of the road for the year would fail to pay expenses, interest and taxes. Under these circum-

stances, the managers did not feel justified in continuing the payments, to the further embarrassment of the interest fund. There was due the Sinking fund, January 1, 1860, the sum of $2,500. These payments are not to be resumed until the interest fund is restored, and there is a surplus of earnings—which it is hoped will occur during the present year.

President, JOHN BROUGH.

Directors, John Brough, Henry Wick, W. A. Otis, Joseph Chamberlain, James H. Godman, Robert H. Canby, John Mills.

Secretary, J. M. TOWNSEND.

Treasurer, HENRY WICK.

INDIANAPOLIS, PITTSBURG AND CLEVELAND R. R.

EARNINGS.

	Pass'ger.	Freight.	Mails, etc.	Total.
Jan..	$7,381.19	$8,253.13	$1,561.70	$17,196.02
Feb ..	6,779.27	9,383.34	1,561.70	19,724.31
March.	9,808.29	12,362.21	1,561.70	23,732.20
April..	7,447.86	6,577.56	1,686.50	15,711.92
May ..	8,224.50	4,368.83	1,561.70	14,155.03
June..	7,558 83	6,928.18	1,561.70	16,048.71
July ..	7,314.99	6,934.93	1,686.50	15,936.42
August	9,344.67	13,372.12	1,655.30	24,372.09
Sept ..	10,030.27	13,053.68	1,470.70	24,554.65
Octob'r	9,707.66	12,161.01	1,687.17	23,355.84
Nov ..	7,321.36	12,107.71	1,432.92	20,861 99
Dec...	6,761.06	14,452.29	1,534.58	22,747.93
Total.	$97,679.95	119,954.99	18,762.17	236,397.11

EXPENSES.

Repairs of track	$32,039 57	
" engines	16,110 62	
" cars	9,851 82	
" bridges	5,929 74	
" buildings, etc.	2.290 81	
Train expenses	27,688 78	
Depot and station expenses.	11,682 95	
Wood	17,607 59	
Oil and waste	3,103 83	
Salaries	5,337 44	
Loss and damage	3,010 17	
Interest and discount	3,301 44	
Miscellaneous	18,302 73	
		156 287.49
Net earnings		$80,109 62
Interest and taxes	$75,607 67	
Interest and cost of floating debt	2,404 62	
Gravel ballast	3,763 94	
		81,776 23
Deficit		$1,666 61

Compared with the previous year, the earnings show an increase of $3,491 66
The increase in working expenses was 22,218 35

Making a decrease in net earnings of $18,726 69

Of the increase in working expenses, $17,463 01 is on account of track and bridge repairs. The former mainly from the substitution of new iron ties and chairs; the purchase of grounds, opening new gravel pits, and putting ballast upon the track. In this latter is included a new bridge at Yorktown, which was a matter of imperative necessity. Other items of an extraordinary character also contributed to swell the expense beyond those of the preceding year. Deducting these extra charges, the expenses proper show only a slight increase. During the current year, a large number of ties will be required; the renewal of iron must be increased; and several bridges will require liberal repairs or renewals.

The total floating debt as per last report was $27,113 72; of which $8,162 85 was paid during the year—leaving a balance of floating debt, Jan. 1, 1860, of $18,950 87. The company's balance sheet at the close of the year was as follows:

ASSETS:

Cost of road and equipment		$1,837,367 74
Lands and lots		65,325 64
Bills receivable		26,214 53
Stock of Col., Piqua and Ind. R. R.		10,000 00
Sinking fund		42,247 38
Due from other roads		10,775 53
Individual accounts		8,997 72
Materials on hand		17,880 59
Transportation expenses, etc., 1859,		162,456 05
Interest on bonds and taxes		75,607 67
Treasurer		15,363 98
		$2,272,336 85

LIABILITIES:

Capital stock		$835,971 20
Domestic bonds	$34,200	
First mort. bonds	650.500	
Second "	314,000	
Income "	27,000	
		1,025,700 00
Bills payable		26,589 77
Executive committee		22,083 57
Surplus earnings Jan. 1, 1860		109,836 84
Unpaid dividends		903 54
Gross earnings of 1859		236,397 11
Individual accounts		14,293 38
Due to other roads		403 85
Cash account		57 56
		$2,272,336 88

The first mortgage bonds have been reduced during the year by cancelling $5,000 exchanged for second mortgages, and $500 paid on a matured bond. The second mortgage bonds, which amounted at the commencement of the year to $168,500, have been increased by an issue of $6,000 in exchange for $5,000 of first mortgages, and exchange of $139,500 for the same amount of income bonds at par. The income bonds have been reduced a corresponding amount. Of the first mortgage bonds, the trustee holds $45,000 on account of the sinking fund.

As the first mortgage bonds of the company were approaching maturity, and its financial condition precluded the hope of meeting them promptly, the board of directors, in October last, referred the matter to a special committee with full authority to negotiate an extension of the time of payment. Accordingly a proposition was submitted to the bondholders to extend the time of payment for ten years from the 1st of January last. This proposition has been accepted by a portion of the bondholders; and no doubt is entertained that it will eventually be acquiesced in by all of them.

President—THOS. A. MORRIS.

Directors—John Brough, Simon Yandes, James W. Yandes, Thos. A. Morris, Thos. H. Sharpe, Edward King, M. G. Walker, Allen Makepiece, D. Kilgore, Stillman Witt, Henry Wick, Joseph Chamberlain, Selah Chamberlain, A. B. Stone, James H. Godman.

Secretary—EDWARD KING.

Treasurer—THOMAS H. SHARPE.

California.

Railroad "from" the Pacific.—The Legislature of California has passed bills authorizing San Francisco to take $600,000, San Mateo county $100,000, and Santa Clara county $200,000 in stock of the San Francisco and San Jose Railroad. This road through the Santa Clara county is viewed as a link in the chain connecting the Atlantic with the Pacific States.

Central New Jersey Railroad.

By the recent conversions of New Jersey Central Railroad second mortgage bonds into stock, the bonded debt has been reduced from $3,000,000 to $2,100,000; all other indebtedness, $238,000 extinguished, and the stock increased from $2,500,000 to $3,630,000. The stock and balance of mortgage bonds represent the entire property of the company, there being no other debt. The company have been making semi-annual dividends at the rate of ten per cent. per annum. After the next dividend in July, it has been decided to make the dividends quarterly.

Florida Railroad.

NEW ROUTE TO THE ATLANTIC STATES.—The completion of the railroad across the isthmus of Florida, on the 20th instant, has been duly announced.

This is an enterprise in which the people of New Orleans have a great interest. It is likely to affect, very materially, the routes and the rates of importation from the Atlantic States to New Orleans, and in some degree the rates of travel. Mr. Yulee, U. S. Senator from Florida, is the President of the company, and has, for five or six years, given unremitted attention to its interests, by which he has at length brought it to a successful completion. It forms part of the route for which application was made last season to the Postmaster General for a contract to bring the great Northern mails now transported by the central railroads in Virginia, Tennessee, and Mississippi.

The railroad extends from Cedar Key, on the Gulf of Mexico, in about the same latitude as New Orleans, and about seven degrees of longitude east of us, to Fernandina, on the Atlantic. The line from New Orleans to the Atlantic does not vary more than one degree from a straight line from east to west. The lenght of the road is 138 miles. The whole distance from New York to New Orleans is computed thus: to Fernandina, by steam 761 miles; thence to Cedar Key, 138; thence to New Orleans, 399; total, 1,298; of which 128 are by railroad, and 1,260 by steam. We believe the mail transportion project was to use the seaboard railroads to Charleston, thence by steamer to Fernandina.

The company have made their calculations that using the railroads now in operation, via Baltimore, Washington, Wilmington, &c., the distance to New Orleans can beper formed with ease in 75 hours (3 days 3 hours), and on the completion of some railroads in progress, in 65 hours (2 days 17 hours.) This assumes a rate of speed by steamboat, from Charleston, at 18 miles an hour, and on the Gulf at 20. At the more moderate rate of 15 miles an hour, and with the railroads now existing, the longest period estimated by them is 3 days 11 hours. The same time is estimated as the longest by water from New York to Fernandina, and they announce that they have the highest steamboat authority and guarantee for a speed which will make the trip uniformly in two days and nineteen hours.

These are very confident assumptions—more, perhaps, than can be maintained in the regular use of the route. The uncertainty of sea and gulf navigation are a disturbing element, entirely overlooked in the calculation. But there is enough in the facts and calculations to draw the attention of the people of New Orleans to the new channel opened to them, especially for the rapid transportation of light freights, perhaps eventually for a change in the direction and cost of bulky importations. The delays and dangers of the navigation around the Capes of Florida, are very heavy burdens on the trade of New Orleans, and a great element of advantage to shipments for the West, by the Northern railroads.

The cost of insurance alone on the sea risks is an enormous item, which would nearly disappear on shipments by the safe coast navigation, and the inland passage across the neck of the Isthmus. Senator Yulee and other friends of that oad have,

from time to time, examined these points with great minuteness, and made statements which, if they only approximate to accuracy, are surprising. They estimate that freights from New York can be delivered by this route with equal speed, at rates much less than by the inland railroads, and with fewer re-shipments.

The subject is, as we have said, well worthy of the careful study of our citizens, with the view of seeing how far it may be made serviceable to the interests of the South-west, and this, its chief emporium of commerce, and what steps may be necessary to take advantage of these new facilities, and turn a larger share of the trade of the South-west through the city of New Orleans.—*N. O. Picayune.*

The Lexington and Big Sandy Railroad.

The Lexington and Big Sandy Railroad, with all its appurtenances, will be sold under a decree of the Fayette Circuit Court on the 27th of June.

Cheshire Railroad.

The Keene, N. H. *Sentinel* says that provision has been made for the punctual payment of the bonds due in July. The road is now relieved of every pressure, and the stockholders feel sensibly the increasing value of the property. Net receipts, last year, over all expenses, including interest paid, $71,576. Decrease of indebtedness $83,873.

CHARLES FRODSHAM WATCHES.

TIFFANY & CO.,
550 BROADWAY, NEW YORK,

RESPECTFULLY INVITE THE ATTENTION OF their patrons and the public to an arrangement recently perfected, by which, in connection with Messrs. WILLARD & SON, of Boston, they have added the

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To every one who finds either a luxury or necessity in accurate time-keeping, this most accurate and durable of time-keepers presents decisive claims. Combining the results of a long-studied application of science and of a superlatively fine finish, its excellence has been distinguished by the unique awards of

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F. L. Vultee,	"	J. H. Wainright,	"
W. H. Bulkley,	"	Wm. Judson,	"
Jno. T. Agnew,	"	J. M. Macias,	"
Wm. Mason,	"	John N. Genin,	"
H. M. Stevens,	"	R. W. Lowber,	"
Jno. J. Herrick,	"	J. A. Robinson,	"
A. B. Sands,	"	E. C. Moore,	"
Joseph Allen,	"	S. B. Warren, Jr.,	Troy.
Aug. Fleming,	"	C. H. McCormick,	Chicago.
I. M. Singer,	"	S. H. Alden,	Albany.
A. M. L. Agnew,	"	Ben. Holliday,	San Francisco.
R. M. Esteves,	"	J. S. Holbrook,	L. I.
P. T. Grinnell,	"		

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3.	Base 12 ft.	Slopes	1½ to 1	15.	" 24 "	"	¾ to 1
4.	" 14	"	1½ to 1	16.	" 24 "	"	1½ to 1
5.	" 15	"	¾ to 1	17.	" 25 "	"	1½ to 1
6.	" 15	"	1 to 1	18.	" 26 "	"	1½ to 1
7.	" 15	"	1½ to 1	19.	" 28 "	"	¾ to 1
8.	" 16	"	¾ to 1	20.	" 30 "	"	1 to 1
9.	" 16	"	1 to 1	21.	" 30 "	"	1¼ to 1
10.	" 18	"	¾ to 1	22.	" 30 "	"	1½ to 1
11.	" 18	"	¾ to 1	23.	" 32 "	"	1 to 1
12.	" 18	"	1 to 1	24.	" 32 "	"	1¼ to 1

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers. Sent, **free by mail,** upon receipt of the price. For sale at this office. Price **$1.**

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., New York, May 15, 1860.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company, for the ELECTION of DIRECTORS, and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 30, 1860, at 10½ o'clock A. M.

The transfer books will be closed on the 24th May, and re-opened on the 2d June.

2t20 W. K. ACKERMAN, Sec'y.

CAST STEEL,
Of First Quality and Warranted.
BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
Far superior to the ordinary kind.
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ORDERS FILLED PROMPTLY AND AT LOW PRICES.
SALTUS & CO.,
45 Cliff st., New York.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860 can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

1m15 W. H. McILHENNY, Secretary.

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Fibrous Cement Roofing.

IT HAS STOOD THE BEST OF ALL TESTS—TIME!

IT fully sustains the high reputation it has gained, as a PERFECTLY RELIABLE, DURABLE and WATER PROOF ROOFING. It is adapted to every variety of Roof, new or old, and is the best and cheapest Cement in use for repairing OLD LEAKY TIN or other Roofs.

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GUTTA PERCHA
ROOFING,

IN Rolls which anybody can put on; waterproof, elastic, durable, fire-proof; needs no repairs; costs about half as much as Tin, and **lasts twice as long.**

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Preferable to paint for covering Tin Roofs, protecting them for many years from rust, and rendering them water tight.

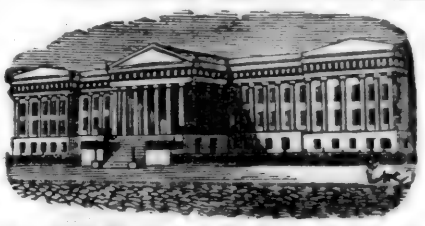
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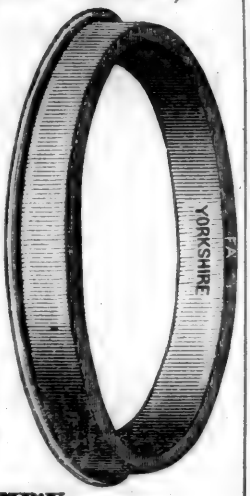
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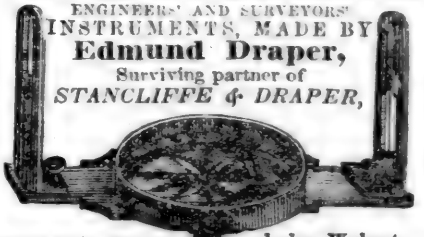
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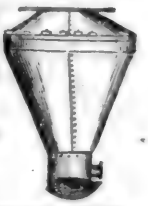
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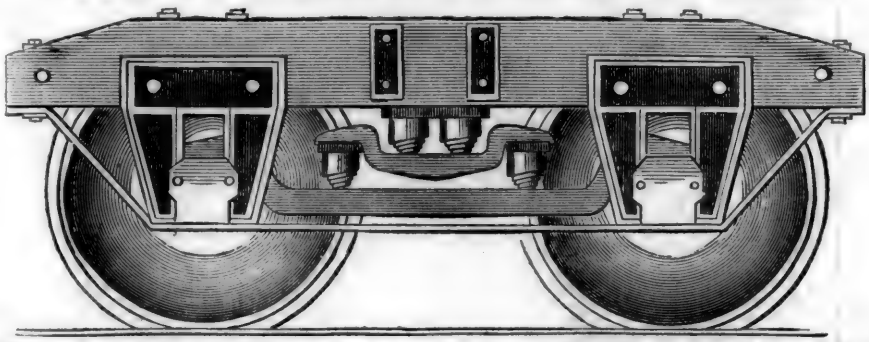
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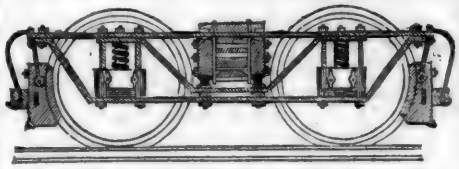
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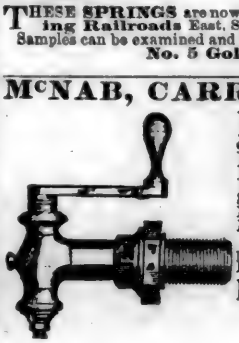
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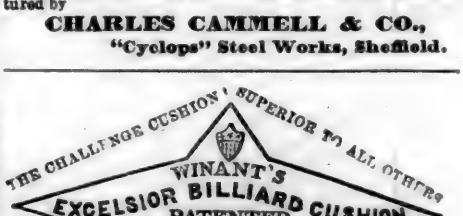
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Southern Railroads 461
Coal-Burning on the Pennsylvania Railroad .. 461
Little Miami, Columbus and Xenia Railroad . 463
The Law of Damages 464
Railroads in Germany 464
Railroads of the State of New York 465
Boston, Concord and Montreal Railroad 472
American Central Railroad 472
Essex Railroad 474
Griffin, McDonough and Covington Railroad .. 474
Quakake Railroad 474
Kansas, Galveston and Lake Superior Railroad. 475

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, June 2, 1860.

Southern Railroads.

In the first number of the AMERICAN RAILROAD JOURNAL for the present year (January 7, 1860) we gave, as it has been our practice for a series of years, a complete list of all the railroads in the United States, compiled from authentic sources, at an expense to ourselves of both time and money, It was intended that this table should, and we believe it did, give every mile of road in actual operation at that time. This table was divided by States—giving the length of each line in each State separately. But in footing up the columns, only those roads were included in the totals that were in their greater length within a State. The *United States Economist* in its eagerness to disseminate information, no matter from what source it was obtained, took from our JOURNAL the *footings* of thirteen of these States, and sent them forth to the World as the correct mileage and cost of the railroads in those States. The table in the same form also appears in *Hunt's Merchants Magazine* for May, and has been copied by almost every paper in the country. As the figures are our own, we cannot dispute them, nor do we desire it, though they were intended for an entirely different purpose than the use to which they were so unceremoneously appropriated. The following is the table in question:

States.	Length.	In operation.	Cost.
Virginia	2,058.5	1,525.7	$43,069,390
North Carolina	1,020.0	770.2	13,998,495
South Carolina	1,136.0	807.3	19,083,343
Georgia	1,617.2	1,241.7	25,687,220
Florida	730.5	289.8	6,368,699
Alabama	1,822.4	798.6	20,975,639
Mississippi	445.1	365.4	9,024,444
Louisiana	1,160.0	419.0	16,073,270
Texas	2,667.0	284.5	7,578,943
Arkansas	701.3	38.5	1,130,110
Missouri	1,337.3	723.2	31,771,116
Tennessee	1,434.4	1,062.3	27,348,141
Kentucky	698.4	458.5	13,852,062
	16,828.1	8,794.8	$235,960,842

Side by side with the recapitulation of our tables, from which the above was abstracted, is another, giving the *actual* mileage in the several States. This was either overlooked or misunderstood by the *Economist*. From this we copy the following—selecting the same States as in the above table; to which we have added a column, giving the approximate cost of the actual mileage in each State:

	Mileage as arranged in tables above.	Mileage given to other States.	Mileage taken fr. other States.	Actual mileage belonging to each State.	Approximate cost of actual mileage in each State.
Virginia	1,525.7	34.0	264.0	1,755.7*	$35,931,357
North Carolina	770.2	107.0	40.0	703.2	12,870,282
South Carolina	807.3	6.0	99.0	900.3	20,578,954
Georgia	1,241.7	13.2	15.0	1,243.5	25,587,633
Florida	289.8	0.0	0.0	289.8	6,368,699
Alabama	798.6	329.7	169.0	638.9	15,733,073
Mississippi	365.4	10.5	336.2	691.1	17,667,007
Louisiana	419.0	125.0	0.0	294.0	11,308,596
Texas	284.5	0.0	0.0	284.5	7,578,943
Arkansas	38.5	0.0	0.0	38.5	1,130,110
Missouri	723.2	0.0	0.0	723.2	31,777,116
Tennessee	1,062.3	202.0	117.2	977.5	26,060,980
Kentucky	458.5	26.5	78.5	510.5	15,320,407
	8,784.7	---	256.0	9,040.7	$247,921,157

The footings of the latter table do not, of course, vary very materially from those of the former. But, as represented in the *Economist*, it is to the individual States a great injustice. For instance: North Carolina has 67 miles given to her, which do not belong to her at all; Alabama, 167.7; Louisiana, 125; Tennessee, 184.8—making an aggregate of 546.5 miles belonging to other States. While from Virginia there is taken 230 miles; from South Carolina, 93; from Kentucky, 52; from Georgia, 1.8; and from Mississippi, 325.7. The difference in the cost will be readily seen by comparing the figures in each table. It is impossible to arrive at a correct understanding of these tables by merely seeing copies of detached portions of them; and editors of such papers as are too indolent to compile them for themselves, or too *economical* to employ others to do it for them, had better confine their attention to others items of information, which can be condensed into a smaller compass without detracting from their merits, and in doing which they will not be so liable to err.

* In this State are included portions of the Pittsburg and Steubenville, Baltimore and Ohio, and the Hempfield Railroads, together 256 miles, given in the original tables under Maryland and Pennsylvania.

North Missouri Railroad.

Instructions have been given by the directors of this road to have the grading North of the Hannibal and St. Joseph Road completed. It will be commenced immediately, and when completed, will carry the road to a point within thirty-nine miles of the Iowa boundary.

Coal-Burning on the Pennsylvania R. R.

(Continued from p. 440.)

COMPARATIVE ECONOMY OF COAL AND WOOD FOR PASSENGER TRAINS.

To solve this problem, it is necessary to ascertain—

1st. The relative heating value of a ton of coal and a cord of wood.

2d. The relative cost of the same delivered on the tender.

3d. The increased cost of locomotive repairs due to the substitution of coal for wood.

First. RELATIVE HEATING VALUE.—The trials to determine the relative heating value of coal and wood were made with a new passenger engine, No. 156, having what is generally known as the "Smith" or "Hudson River Railroad plan" of boiler. Its peculiarities were a large, deep fire-box, a combustion chamber 4 feet long, and a considerable admission of air over the fire through 24 hollow stay-bolts in the back leg of the fire-box, and about 100 perforations in the door. There were also 10 apertures for the same purpose at each side of the door. The diameter of the latter was ¾ inch, that of the others ½ inch. The engine was provided with a blower, an ordinary wood chimney, with spark arrester, and a variable exhaust, the latter not used on the trials in consequence of being out of order. The combustion chamber was divided for half its length into two

equal apartments, by a longtitudinal midfeather 6 inches wide, leaving it of the full width of the boiler from the end of this midfeather to the flue sheet.

The weight of this engine ready for service was	63,800 lbs.
Weight of driving wheels	40,675 "
Diameter of cylinders	16 inches.
Stroke	24 "
4 driving wheels, diameter	5½ ft. each.
Heating surface, including flues	779.7 sq. feet.
" " counting flues as of ⅓ value	357.7 "
Grate area	15.87 "
200 flues, 7 feet 2 inches long, and ⅛ inch inside diameter.	

This engine had been tried on the Philadelphia Division of the road, and was found to emit too much smoke and dirt, even when using Broad Top (semi-bituminous) coal, to permit it to go into regular service with passenger trains, in its then condition. It should be mentioned that on those trials a small arch of fire-brick was placed across the front part of the fire-box, below the combustion chamber; but that it was not attached at the time of the experiments, whose results are now to be stated.

This engine being as well fitted for an economical consumption of wood as of coal, was considered the best that could be selected to test their comparative efficiency. It was first tried and the consumption ascertained with both kinds of fuel, after which it was altered to avoid smoke, and tried again with coal. The combustion of wood with the engine in its original condition was quite perfect, much more so than in ordinary wood-burning engines; but for coal, the arrangements for supplying air to the gases were deficient. When these were provided in the manner hereafter described, the smoke was almost entirely obviated, and the loss of fuel from imperfect combustion reduced below an amount deserving consideration. The additions referred to consisted simply of a perforated deflector and air-distributor of fire-brick, placed across the fire-box, together with two brick walls or bridges, one hanging from the crown above the deflector, and the other standing in the combustion chamber at its mouth. The plan was similar to that of Mr. Gill, heretofore described, except that *fire-brick* was used as the material through which to jet air upon the gases, instead of copper sheets inclosing a water space. The bonnet was removed, and the engine run with a straight stack unobstructed, which permitted the enlargement of the single exhaust nozzle from 3⅝ to 3⅞ inches.

The trials were made on the mountain grade of 95 feet per mile, between Altoona and the Summit, a distance of 12 miles; the train consisting of 4 loaded eight-wheeled freight cars, which were drawn at passenger train speed, 20½ miles per hour, up this grade.

Weight of cars	34½ net tons.
do. loading	37 "
Total weight of train	71½ net tons.

Weight of train, including engine and tender, 118 net tons.

The same cars were retained for all the trials, as were also the same engineer and fireman; and the weather, condition of the rail, &c., did not materially vary throughout the trials.

The wood was *oak*, and was not taken as measured out at the wood station, but ranked separately, in order to get true cords of 128 cubic feet each. It was also weighed. 400 lbs. of wood were used for kindling on each trial, and are not included in the statement of the amount consumed in the case of either the wood or coal trials, and no credit is given for the fuel left in the fire-box at the end of the trips. While the distance run may seem short, it must be remembered that the heavy gradients caused a consumption equivalent to that usual on a line four times as long with moderate grades, and that the results are an average of several trials,

The following are the results obtained:

Distance.	Average consumption.	Water evaporated. Averaged.
With Pittsburg Coal.....12 miles.	1,073 lbs.	6,480.92 lbs.
With dry Oak Wood (chiefly White Oak,) weigh'g 3,500 lbs. per cord. 12 miles.	2,483 lbs.	6,748.12 lbs.

It appears from the above—

1st. That the average consumption was 89.42 lbs. per mile of Pittsburg coal, against 206.92 lbs. per mile of hard wood.

Hence 1 *pound of coal is equivalent in heating power to* 2.31 *pounds of wood.*

2d. The weight of 128 cubic feet of this wood being 3,500 pounds, it follows that 1 *net ton of coal is equal to* 1⅓ *cords of wood.*

3d. Taking the evaporation of water as a standard, we have for 1 pound of Pittsburg coal, an average evaporation of 6.04 pounds* of water, and for 1 pound of oak wood, an average evaporation of 2.72 pounds* of water—which would make 1 pound of coal equivalent to 2.22 pounds of wood, and 1 net ton of coal equivalent to 1.27 cords of wood.

The last result differs slightly from that based on the consumption per mile. On a short trip, the difficulty of measuring with accuracy, (by means of the gauge cocks only,) the water in the boiler, would make this standard less reliable than the former. We shall, therefore, assume as the basis of our calculations, that 1 *pound of Pittsburg coal is equivalent in heating value to* 2.31 *pounds of hard wood, and that* 1 *net ton of coal is equivalent in heating value to* 1⅓ (*one and one-third*) *cords of hard wood.*

It will be said that this result gives a less comparative value to coal than has been obtained in many other experiments, and less than it has been customary to estimate it. A series of trials made on this road, in 1851, showed one gross ton of Alleghany coal (inferior to Pittsburg for locomotive purposes) to be equivalent to 2½ cords of wood. But besides the fact that the wood was taken as it occurred at the sheds, being a mixture of hard and soft varieties, and with, probably, no particular care to ensure accurate measure, those experiments were subject to the exigencies of regular traffic.

I believe that good hard wood has been generally underrated in the experiments which have been made on various railroads to determine its value in comparison with coal. This may be partially accounted for by the absence of care to select an honest cord, of an uniform quality; and, perhaps, by the fact that as these trials have usually been made with trains in regular service, the duty performed by the two fuels may have varied considerably, though the number of cars remained the same. In some cases, also, inequality of firing and engineering may have created a difference of from 10 to 20 per cent. But the chief source of inaccuracy probably lies in the fact of the trials with wood and coal being commonly made with different engines; those intended to burn the latter being usually new and large, and possessing features which fit them for a more perfect combustion of fuel and absorption of heat, than the wood engines. A *combustion chamber*, for instance, is equally as well adapted to produce an improved combustion of wood as of coal, and it would not be fair to test the coal in an engine provided with such a chamber, and the wood in one without it.

As our result was obtained by trials of the two kinds of fuel in the same engine, (the combusion of both wood and coal being nearly perfect;) the engineer and fireman, train, road, speed, condition of rail, weather, etc., being uniform, and the wood selected of one quality and carefully measured, I believe that it may be relied upon as practically correct. It corresponds closely, also, with the results of actual working for a number of years on the Reading Railroad, (as stated by Superintendent Nichols,) where five net tons of anthracite are used to draw an ordinary coal train from Pottsville to Richmond; the amount of wood required for the same purpose being 6½ cords—at which rate one net ton of coal would be equivalent to 1.35 cords of wood.

Second.—Relative Cost of a Cord of Wood and a Ton of Coal. As this varies for each of the three divisions of the road, into which the service with passenger engines is divided, the cost will be stated separately for each.

The annexed table will show the estimated cost of *hard wood*, including the ordinary expenses of the trains engaged in hauling wood to the several stations, and all other expenses connected with this fuel, until it is delivered on the tender.

Cost of Hard Wood on Pennsylvania R. R. Per Passenger Engines,

Stations.	Price delivered at stations.	Labor of preparing wood.	Other expenses at stations, including delivery to tender.	Loss and unaccounted for, discrepancies in rank'g, &c.	Total cost delivered on tender.
Division fr. Pittsburg to Altoona.	Per cord.	Per cord.	Per cord.	Per cord.	Per cord.
Pittsburg	$2 00	$0 40	$0 05	$0 12½	$2 57
Latrobe	1 75	0 37½	0 05	0 12½	2 30
Ninevah	1 75	0 37½	0 07	0 12½	2 32
Wilmore	1 62½	0 37½	0 06	0 12½	2 19
Altoona	2 00	0 37½	0 06	0 12½	2 56
Average cost, delivered on tender					$2 39
Division from Altoona to Harrisburg.					
Altoona	$2 00	$0 37½	$0 06	$0 12½	$2 56
Huntingdon	2 00	0 37½	0 12	0 12½	2 62
McVeytown	2 00	0 37½	0 15	0 12½	2 65
Lewistown	2 00	0 37½	0 07	0 12½	2 57
Newport	2 25	0 37½	0 06	0 12½	2 81
Harrisburg	2 50	0 40	0 10	0 12½	3 12
Average cost, delivered on tender					$2 72
Division from Harrisburg to Philadelphia.					
Harrisburg	$2 50	$0 40	$0 10	$0 12½	$3 12
Elizabetht'n	3 00	0 45	0 10	0 12½	3 68
Leaman Pl.	3 30	0 45	0 14	0 12½	4 01
Downingt'n.	3 50	0 45	0 10	0 12½	4 18
Philad'phia	4 00	0 30	0 10	0 12½	4 52
Average cost, delivered on tender					$3 90
Average cost over whole road, of Hard Wood, delivered on tender					3 00

(Which includes every expense except that of repairs to engines and cars engaged in hauling wood, and of maintenance of way due to such transportation.)

That the above estimate of $3 per cord as the average cost of hard wood for passenger engines on this road, is not overstated, is sufficiently proven by the fact that the total cost of wood, and of hauling and preparing wood, on the road for 1858, was $162,745 80, and the total amount consumed 58,133 cords. This gives an average of $2 80 per cord, which, however, includes a certain proportion of soft wood, chestnut, pine, etc., whose cost is from thirty to sixty cents per cord less than oak. After making this allowance, and that required in consequence of a greater relative consumption of wood, where it is cheapest, on the Western Division, (due to the use of wood by several freight engines on that part of the road,) the rate found will approximate closely to $3 per cord, as above stated.

The average cost of coal on each division of the road, including transportation and all other ex-

* This must not be considered as any index to the actual, but only to the relative evaporative power of coal and wood. There were several reasons why the absolute results would be small on a trial of this kind.

penses, until it is delivered on tender, will be found in a detailed statement of the accompanying report on the comparative value of Pittsburg and Broad Top coals. The general results, however, are transferred to the annexed table showing the

Comparative Cost of Wood and Coal on Pennsylvania Railroad.

For Passenger Engines.

Division of road.	Distance—miles.	HARD WOOD, delivered on tender, per cord of 128 c. ft.	PITTSBURG COAL, delivered on tender, per ton of 2,000 pounds.	BROAD TOP COAL, delivered on tender, per ton of 2,000 pounds.	PITTSBURG COAL, bet. Pittsb. and Harrisb., and BROAD TOP COAL, bet. Harrisb. and Phila., per ton of 2,000 pounds.
Between Pittsburg and Altoona	116	$2 39	$0 90	$2 15	$0 90
Between Altoona and Harrisburg	132	2 72	1 82	1 89	1 82
Between Harrisb'g & Philadelphia	106	3 90	2 81	2 62	2 62
Average cost over whole road	354	$3 00	$1 84	$2 22	$1 78

We have now determined the comparative heating value of coal and wood in passenger locomotives, and the cost of each on the several divisions of the road. To ascertain the amount of coal required to run an ordinary train over each of these divisions, which vary in respect of gradients, curves and other characteristics as well as to test the practical working of a coal burning passenger engine in all varieties of service, the same engine, No. 156, fitted up as before described, was run with the regular trains, both ways over the entire road. The engineer was different for each division, but the fireman uniform, (the regular passenger firemen not being accustomed to the use of coal.) For a number of reasons, these results, although highly favorable, in view of the high speed and the character of the grades and curves, are in my opinion less so than those which will be regularly obtained, when coal shall have become the adopted fuel.

(To be continued.)

Concord Railroad.

At the annual meeting of the stockholders of this corporation, held at Concord, N. H., on the 29th ult., the old Board of Directors, consisting of N. G. Upham of Concord, Isaac Spaulding of Nashua, Josiah Stickney of Boston, Charles H. Peaslee of Concord, Uriel Crocker of Boston, Francis C. Manning of Boston, and John S. Kidder of Manchester, N. H., were elected for the ensuing year.

Tredegar Iron Works.

The New Orleans *Delta* contains a notice commendatory of the well-known iron works of Messrs. JOSEPH R. ANDERSON & Co. of this city. It speaks in terms of high praise of the railroad and plantation machinery turned out by the TREDEGAR Works for use in the Southern States, (of which, by the way, a large quantity is used in Louisiana, as witness the frequent shipments of hardware hence in that direction.) The *Delta* says the TREDEGAR iron is manufactured from Virginia ore, "consequently they are the only independent Southern machine works in this trade." An agency has been established in New Orleans for the sale of articles manufactured at this well known foundry, and the *Delta* adds: "The proprietors of the TREDEGAR Works only claim a fair trial for their machinery, whether for railroad or plantation use, in competition with any other machinery for a similar purpose."—*Richmond Examiner.*

Little Miami and Columbus and Xenia R. R.

We have received the Fourth Joint Annual Report of the Directors of these companies—being the Seventh Annual Report of the *Little Miami*, and the Tenth of the *Columbus and Xenia*. These roads are worked together as one, under the direction of one Superintendent. The entire equipment is held by the companies in common; each owning in the same ratio as the capital stock of each bears to the aggregate capital of both. The gross earnings of each road, together with the income from rents, franchises, etc., are added together, and after deducting therefrom the current expenses of operating both roads, including repairs, renewals, interest, etc., the residue is applied first to the payment of dividends, which are at all times to be equal, and the surplus, if any, divided between the two companies, or otherwise disposed of as the two Boards shall elect. But one report is issued, covering the operations of both companies.

During the fiscal year ending November 30, 1859, the revenue from the joint operations of both roads was as follows, viz:

From passengers		$574,375 75
" freight		643 672 59
" mail and express		58,706 37
		$1,276,754 73

And the expenses were:

Repairs of road	$142,964 31	
" locomotives	54 507 41	
" cars	77,157 79	
" bridges	5,900 87	
" depots, etc	20,845 48	
Oil, tallow and waste	14,039 06	
Fuel	76,802 34	
Rent, including lease of D. & X. R. R.	28 661 53	
Taxes	21,258 60	
Transportation expenses	253,765 94	
Loss and damage	10,618 60	
Stationary	6,658 07	
		709,820 00
Leaving as net earnings		$566,934 73
To which add dividends on C. & X. stock		38,488 00
		$605,422 73
Less interest account	$98,994 92	
Paym'ts on previous year's business	20,178 49	
Four passenger cars	9 595 31	
Profit and loss	18,350 44	
		147,119 16
Net profits		$458,303 57

The Little Miami Company's proportion of net profits was $305,535.71; and the Columbus and Xenia Company's proportion, $152,767.86.

Compared with the previous year, the gross earnings show an increase of $76,255 44
The increase in expenses was 120,425 82

Making a decrease in net earnings of $44,170 38
The net profits in 1858 were $512,386 83
In 1859 458,303 57

Decrease $54,082 26

It will be seen that while the gross earnings have largely exceeded those of any previous year, the expenses have also increased, and that too, in more than the ordinary ratio. In reference to this, the report, after alluding to the short crops for the two preceding years, and to the reckless and severe competition, which, for a time, reduced rates below any former period, says:

There have been some special causes affecting the amount of this expenditure. The low rates of freight before alluded to, have, of course, increased the ratio of expenditure in that department of service. In the next place, the peculiar condition of the road has required unusual outlays in repairs. In the third place, by a recent change in the law, but half the taxes were payable last year, while the full amount is payable this. Then a fourth item arises out of the lease of the Dayton, Xenia and Belpre Railroad, between Xenia and Dayton, which you will recollect was approved by the stockholders in December, 1858. The object of this lease was to perfect a line over your roads from Columbus to Xenia, and thence to Dayton, Indianapolis, and the West, thus securing to part of our line a large business, which otherwise would take a more northern route. We have operated this road for eleven months. Its direct earnings have fallen a little short of its expenses. But this experiment, before the route is fully known and established, is no test of the ultimate results; nor are its direct earnings by any means the whole profit of it. The rents on this lease are an item of the increase.

The lease above-mentioned also involved the necessity of an expenditure of $10,000 to effect a change of gauge on the Indiana Central Railroad, west of Dayton, for the more perfect accommodation of the business. This item is also a special expenditure. For a more accurate comparison of the ratio of operating expenses with those of former years, this item, with the two last stated above, amounting to $47,694 34, should be omitted.

The net profits of the year, after deducting all disbursements, other than construction and increased value of rolling-stock, are $448,303 57.

Out of this sum two dividends, of four per cent. each, have been made to each company, leaving a surplus of $90,536 12, or $60,357 42 for the L. M. Company, and $30,178 71 for the C. & X. Company.

The assets and liabilities of the joint company are as follows:

ASSETS.

Rolling stock	$745,590 69
Bills receivable	11,402 27
Due from agents	36,038 88
" " Transportation Co.'s	56,582 49
" " Gen. P. O. Department	24,664 28
" " Individuals	10,639 52
Columbus & Xenia R. R. Stock	88,400 00
" " " Bonds	96,000 00
Cash in hands of Trea's of L. M. Co.	92,852 16
" " " C. & X. Co.	48,500 21
" " Paymaster	307 37
Materials on hand, embracing stock in Repair shops, ties, chairs and spikes, T. rail, fuel, &c	141,954 54
Total	$1,302,932 42

LIABILITIES.

Bills payable	$13,127 17
Due to agents	274 08
" Transportation Co.'s	44,601 09
" Individuals	3,086 42
L. M. R. R. Co. Partnership account	805,912 36
C. & X. R. R. Co. " "	402,956 18
C. & X. R. R. Co. Individual "	32,975 12
Total	$1,302,932 42

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	$2,823,018 27
Real estate and depots	661,403 18
Bills receivable	958 84
C. & X. R. R. stock	425,650 00
Hillsboro' & Cincinnati R. R. stock	9,262 83
S., Mt. V. & P. R. R. stock	4,000 00
Sundry stocks	6,290 00
Individual accounts	27,198 99
L. M. and C. & X. R. R. Co., "stock account"	805,912 36
Total	$4,763,694 47

LIABILITIES.

Capital stock	$2,981,293 12
Loan from City of Cincinnati, due Dec. 31, 1880	100,000 00
Income bonds, due April 1st 1861	7,000 00
Mortgage bonds, due May 2d, 1883	1,300,000 00
Dividends due and unpaid	20,387 94
Dividend declared 22d Nov., and payable Dec. 5	119,251 72
Profit and loss	235,761 69
Total	$4,763,694 47

The account with the stockholders is as follows:

Surplus Dec. 1, 1858	$294,647 80
Net profits Nov. 30, 1859	305,535 71
	$600,183 51
From which deduct:	
Dividend Dec., 1858	$119,251 72
" June, 1859	119,251 72
" Dec., 1859	119,251 72
Little Miami Co.'s proportion of $10,000 contributed for ch'ge of gauge of Indiana Central and Dayton and Western Railroads	6,666 66
	364,421 82
Surplus undivided Dec. 1, 1859	$235,761 69

COST OF ROAD AND EQUIPMENT.

Construction	$2,823,018 27
Real estate and depots	661,403 18
Equipment (inc. value $1,985.11)	497,060 46
Total	$3,981,481 91

The assets and liabilities of the Columbus and Xenia Railroad Company is as follows:

ASSETS.

Construction account	$1,357,875 86
Real estate	21,101 46
L. M. & C. & X. Co. joint stock account	402,956 18
L. M. & C. & X. Co. current acc't	
Bills receivable	20,275 13
Individual accounts	21,549 91
Central Ohio R. R. Stock	60,000 00
Interest on same	19,684 06
C. & X. Co. stock held in trust	17 050 00
do. bonds do.	12,000 00
Telegraph stock	2,000 00
Dayton, Xenia & Belpre R. R. stock	1,000 00
Springfield & Columbus do.	1,000 00
Cyrus Fay, Treasurer	48,500 29
Total	$1,984,992 89

LIABILITIES.

Capital stock	$1,490,800 00
Mortgage bonds	
Dividend bonds due Dec. 1, 1860	68,500 00
do. do. June 1, 1866	68,400 00
do. do. Dec. 1, 1861	69,600 00
do. do. Dec. 1, 1862	66,200 00
Bills payable	42,500 00
Surplus	86,247 74
Unpaid interest	15,048 95
Individual accounts	178 16
Dividends due and unpaid	2,360 97
Dividend payable Dec. 5	59,632 00
L. M. & C. & X. Current account	15,525 07
Total	$1,984,992 89

The account with the stockholders is as follows:

Surplus December 1, 1858	$115,709 22
Net profits Nov. 30, 1859	152,767 86
	$268,477 08
From which deduct:	
Dividend Dec. 1, 1858	$59,632 00
" June 1, 1859	59 632 00
" Dec. 1, 1859	59,632 00
Profit and Loss	3,333 34
	182,229 34
Surplus Dec. 1, 1859	$86,247 74

COST OF ROAD AND EQUIPMENT.

Construction account	$1,357,875 86
Real estate	21,101 46
Proportion of Rolling Stock	248,531 90
Total	$1,627,509 22

The equipment of the roads consists of 41 locomotives; 36 passenger cars; 16 baggage, mail and express cars; 341 box; 74 stock, and 99 platform cars.

The number of miles run by engines was 732,924; by passenger, 1,686,717; by freight cars, 5,395,162. The number of passengers, ticketed to and from foreign points, carried over the whole road, was 100,447; do., carried over portions of the road, 32,957—total, 133,404. The number of local passengers carried over the whole road was 13,970; do., over portions of the road, 196,406—total, 210,376. The number of passengers carried one mile was 20,386,650. Average income per capita without regard to distance, $1.67; do., per capita per mile, 2.82 cents.

The number of tons of through freight carried over the whole road to and from foreign points, was 176,332; do., local freight over the whole road, 25,398; do., over portions of the road, 101,881—total tons transportation, exclusive of express matter, 303,611. The number of tons carried one mile was 28,606,301. Average income per ton of all classes, without regard to distance, $2.12; do., per ton per mile, 2.25 cents.

The Officers and Directors for 1860 are as follows:

LITTLE MIAMI RAILROAD.

President, WM. H. CLEMENT.

Directors, Jacob Strader, John H. Groesbeck, Nathaniel Wright, James Hicks, Jr., Larz Anderson, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, Henry Hanna, John Bacon, Abraham Hivling, One Vacancy.

Auditor, D. G. A. DAVENPORT.

Secretary, CHAS. H. KILGOUR.

Treasurer, S. E. WRIGHT.

Superintendent, JOHN DURAND.

COLUMBUS AND XENIA RAILROAD.

President, JOSEPH R. SWAN.

Vice-President, W. H. CLEMENT.

Directors, Wm. Dennison, Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, Larz Anderson, Henry Hanna, Abraham Hivling, Simon Gebhart.

Superintendent, JOHN DURAND.

Secretary and *Treasurer*, CYRUS FAY.

Charleston and Savannah Railroad.

At a recent meeting of the Board of Directors of this road, a resolution was passed combining the two offices of Chief Engineer and Superintendent into one, and conferring the office upon Major EDWARD MANIGAULT, who will hereafter be recognized in said capacity.—*Charleston Mercury.*

Cincinnati Stock Sales.

BY KIRK & CHERVER.

For the week ending May 29, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s—85	and int.
Covington and Lexington, 1st Mortgage	6s—	"
" " " 2d "	7s—70	"
" " " Income, pref.	10s—12½	
Ohio & Miss., S. D., Construction	7s—15	
Cinc., Ham. and Dayton, 2d Mortgage	7s—85½	and int.
" " " 1st "	7s—	"
Indianap. & Cincinnati, 2d do.	7s—72	
Do. do. Dividend	—65	
Columbus and Xenia, Dividend	—90	
STOCKS.		
Cincinnati, Hamilton & Dayton	Ex Div. 71	
Columbus and Xenia	85½	
Indianapolis & Cincinnati	40	
Little Miami	86½	

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada, for the week ending May 12th, 1860, were $55,609 47

Corresponding week, 1859 42,486 49

Increase $13,122 98

Total traffic from July 1, 1859 $2,523,556 13

Do. for same period last y. 1,990,052 94

Increase $533,503 19

The earnings of the Sandusky, Mansfield and Newark Railroad Company were:

March, 1860 $12,927 02

April, 1860 13,787 88

Total $26,714 90

The total earnings of the Cleveland, Columbus and Cincinnati Railroad for last month, were as follows:

April, 1860 $79,324 90

April, 1859 80,024 86

Decrease $700 16

The Law of Damages.

The Troy *Budget* says: "In the several railroad cases recently decided by the Supreme Court at the General Term in this district, the principle has been established that in actions for negligently causing the death of parties by collision, the question whether the injured party by his own negligence contributed to produce the result is a question of fact, which must be submitted to the jury under proper instructions from the Court. In one of the cases recently passed upon, the plaintiff recovered a verdict at the Rensselaer Circuit for $4,000. Judge Gould set aside this verdict, and ordered a new trial, on the ground that the plaintiff should have been non-suited, it appearing that the negligence of the deceased contributed to the injury. The General Term, however, after full argument, overruled the decision of Mr. Justice Gould, and directed a judgment upon the verdict, thus establishing the principle above referred to. Two similar cases were tried before Judge Gould, who non-suited the plaintiff, and in each case the General Term *reversed the decision* and granted a new trial. This principle may now be regarded as settled in this district, though it is proper to add that Judge Gould dissents.

Railroads in Germany.

At the end of 1859 the total length of German railways in actual working was 1,767 German miles, (about 4½ ordinary miles,) being about 170½ more than at the close of 1858. There has not been so great an increase since the year 1846. Of these railways, of which 1,109 miles belong to private companies, and 658 to the State, Prussia has 655 miles of private railways, and her shares of the new lines opened in 1859 is 68 miles. Austria, counting only those parts of her dominions included in the Germanic Confederation, has 336 miles, and has contributed 38 miles to last year's increase. There are now only seven States in Germany which have no railways—namely, Mecklenburg-Strelitz, Lippe, Waldeck, the two principalities of Scharwzburg, and the two principalities of Lichtenstein.

Railroads of the State of New York.

(Continued from p. 445.)

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate
1846.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Mohawk and Hudson	1,000,000	450,000	22,967	1,472,967	1,472,967	16.91	92,195	18,321	3,341	113,857	41,776	72,081	*nil.*	*nil.*
New York and Harlem	1,200,000	500,000	20,000	1,720,000	1,702,077	42.00	170,923	11,882	.....	182,805	86,737	96,068	"	"
Saratoga and Schenectady	300,000	.....	.....	300,000	300,000	21.50	27,450	4,668	.....	32,118	26,358	5,760	18,000	6
Buffalo and Black Rock	21,650	.....	.....	21,650	21,650	3.00	1,200	.....	.....	1,200	700	500	*nil.*	*nil.*
Rensselaer and Saratoga	300,000	175,000	.....	475,000	475,801	25.26	32,367	8,183	9,984	50,534	41,469	9,065	9,000	3
Brooklyn and Jamaica	284,400	85,000	.....	369,400	369,400	11.00	.....	.....	.....	.....	.....	33,000	22,752	8
Utica and Schenectady	1,600,000	500,000	89,505	2,189,505	2,189,505	78.00	347,535	65,297	15,564	428,396	243,430	184,966	160,000	10
Buffalo and Niagara Falls	200,000	.....	.....	200,000	205,902	22.00	29,841	3,315	800	33,956	14,644	19,312	13,915	8
Long Island	1,300,000	450,000	9,523	1,759,523	1,759,523	86.50	142,080	24,975	128,673	295,728	351,505	*loss*	*nil.*	*nil.*
Tonawanda	580,000	150,000	50,000	780,000	783,555	43.50	111,583	23,780	8,455	143,818	45,184	98,634	56,360	10
Hudson and Berkshire	300,000	250,000	25,000	575,000	575,600	31.50	8,237	28,805	.....	37,042	27,600	9,442	*nil.*	*nil.*
Lockport and Niagara Falls	197,000	.....	.....	197,000	197,000	23.00	10,000	25,000	.....	35,000	25,000	10,000	"	"
Auburn and Syracuse	400,000	250,000	25,000	675,000	784,224	26.00	98,052	16,886	4,100	119,038	46,164	72,874	32,000	8
Syracuse and Utica	1,000,000	100,000	.....	1,100,000	1,098,940	53.00	229,708	19,624	8,305	258,637	124,932	133,705	80,000	8
Lewiston	27,500	.....	.....	27,500	27,500	3.34	5,000	600	400	6,000	3,500	2,500	1,200	5
New York and Erie	3,160,735	3,000,000	.....	6,160,735	5,561,018	62.00	64,755	120,761	.....	185,516	123,174	62 342	*nil.*	*nil.*
Albany and West Stockbridge	1,000,000	.....	777,019	1,777,019	1,777,019	38.00	.....	.....	.....	.....	.....	116,620	60,000	6
Auburn and Rochester	1,250,000	600,000	50,000	1,900,000	1,900,000	78.00	220,000	20,000	8,000	248,000	100,000	148,000	112,000	9
Schenectady and Troy	600,000	.....	43,547	643,547	643,547	20.50	29,497	6,721	570	36,788	31,545	5,243	*nil.*	*nil.*
Attica and Buffalo	338,944	.....	.....	338,944	354,808	31.50	72,406	8,186	5,902	86,494	33,565	52.929	30,496	9
Cayuga and Susquehanna	18,000	.....	.....	18,000	18,000	28.75	3,079	14,079	.....	17,158	14,557	2,601	*nil.*	*nil.*
Skaneateles and Jordan	29,000	.....	.....	29,000	29,000	5.20	1,000	1,250	1,000	3,250	3,250	"	"	"
Troy and Greenbush	232,300	.....	25,000	257,300	256,863	6.00	31,966	16,024	661	48,651	39,928	8,723	6,969	2
Total	15,339,529	6,510,000	1,137,561	22,987,090	22,503,899	756.46	1,728,874	438,357	195,755	2,362,986	1,425,018	1,088,588	652,632	..
1847.														
Mohawk and Hudson	1,000,000	500,000	.....	1,500,000	1,521,216	16.91	110,051	46,592	3,244	159,887	60,310	99,577	25,000	2½
New York and Harlem	1,200,000	600,000	50,000	1,850,000	1,874,892	51.26	225,605	29,616	.....	255,221	186,268	118,953	*nil.*	*nil.*
Saratoga and Schenectady	300,000	.....	.....	300,000	300,000	21.50	36,501	5,602	1,693	43,796	30,288	13,508	"	"
Buffalo and Black Rock	20,000	.....	.....	20,000	20,000	3.00	2,364	.....	.....	2,364	1,825	539	"	"
Rensselaer and Saratoga	300,000	175,000	.....	475,000	475,801	25.26	40,563	9,403	11,204	61,170	35,291	25,879	21,000	7
Brooklyn and Jamaica	284,400	85,000	.....	369,400	369,400	11.00	.....	.....	.....	.....	.....	33,333	22,752	8
Utica and Schenectady	1,600,000	1,000,000	250,000	2,850,000	2,833,380	78.00	509,782	153,102	35,831	698,715	234,243	464 472	160,000	10
Buffalo and Niagara Falls	200,000	.....	.....	200,000	205,902	22.00	43,726	3,116	800	47,642	18,879	28,763	15,879	8
Long Island	1,500,000	500,000	25,000	2,025,000	2,027,992	86.50	114,647	37,169	6,889	158,705	142,220	6 475	*nil.*	*nil.*
Tonawanda	570,000	250,000	.....	820,000	805,530	43.50	155,993	27,684	11,074	194,751	55.719	139,032	57,000	10
Hudson and Berkshire	350,000	200,000	50,000	600,000	575,613	31.50	6,782	22,055	.....	28,837	23,500	5,337	*nil.*	*nil.*
Lockport and Niagara Falls	197,000	.....	.....	197,000	197,000	23.00	10,000	25,000	.....	35,000	25,000	10,000	"	"
Auburn and Syracuse	400,000	300,000	50,000	750,000	171,283	26.00	123,848	28,794	4,467	157,109	61,209	95,900	32,000	8
Syracuse and Utica	1,000,000	100,000	2,582	1,102,582	1,102,582	53.00	285,941	52 454	31,794	360,189	124,632	235,557	80,000	8
Lewiston	27,500	.....	.....	27,500	27,500	3.34	5,000	1,000	600	6,600	4,500	2,100	1,200	5
New York and Erie	4,000,000	3,000,000	500,000	7,500,000	7,000,000	62.00	100,993	153,126	.....	254,119	172,970	81,149	*nil.*	*nil.*
Albany and West Stockbridge	1,000,000	.....	789,808	1,789,808	1,789,808	38.00	.....	.....	.....	.....	.....	107,388	60,000	6
Auburn and Rochester	1,250,000	750,000	87,797	2,087,797	2,087,797	78.00	334,711	47,471	13,586	395,768	154,613	241,155	112,000	9
Schenectady and Troy	600,000	.....	58,366	658,366	658,366	20.50	33,233	12,319	570	46,122	38,337	7,785	*nil.*	*nil.*
Attica and Buffalo	428,000	.....	.....	428,000	487,543	31.50	104,010	15,000	4,800	123,810	105,484	18,326	33,990	8
Cayuga and Susquehanna	18,000	.....	.....	18,000	18,000	28.75	3,581	17,644	.....	21,225	21,088	137	*nil.*	*nil.*
Skaneateles and Jordan	29,000	.....	.....	29,000	29,000	5.20	1,092	1,913	364	3,369	2.554	815	815	3
Troy and Greenbush	250,000	.....	20,000	270,000	270,827	6.00	36,366	26,785	678	63,729	42,756	20,973	*nil.*	*nil.*
Total	16,523,900	7,460,000	1,883,553	25,867,453	24,849,432	765.72	2,284,889	715,819	117,694	3,118,432	1,491,686	1,767,467	621,636	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,300	475,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,091	—	235,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,284,488	99.2	76,133	155,628	78,807	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	—	—	—	—	—	—	—	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	....	....	....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,832,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	5	5	—	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	....	....	....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '58	—	—	....	45.1	....	....	....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	....	227.0	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	....	....	....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	76½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	....	75.0	—	—	—	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	69½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	64
-- -- '57	175.0	—	....	—	....	....	....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	63
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- --	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	—	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	....	....	....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80 0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,584	—	....
30 Jun. '57	20 0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	—	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	....	Lexington and Frankfort	590,401	52,800	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205 0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	....	....	....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	60,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500			32.0	22.001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101.209	2,307,566	137.0	73.186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413	.....		180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by An. & K.	67,324	.....	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,092	6	99½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	73½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	30.0	187,427	442,219	268,546	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	15½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601.360	ope rat. by	Housat.	42,000	7	.....	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	106½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	100
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,971	311,525	7	109½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79.456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	326,805	—	76
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope rat. by	Eastern	11,663	.....	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	102½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	.....		298,951	303,014	57,065	653,030	ope r. by N.	H. & N'h.	28,791	.....	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363.158	ope r. by B.	and L'll	12,550	6	—	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,929	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,767	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	.....		223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope r. by B.	and L'll	17,500	.....	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513.112	11.5	26,926	58,784	15,403	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	.....		448,700	.....	.....	451,000	ope r. by Ho	usaton.	31,490	7	—	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	.....		385,206	219,000	9,854	614,060	ope r. by T.	and B.	5,333	.....	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	16½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	115
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	52
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	---	---	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10.961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	---	---	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	---	---	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope r. by Con	n. River	30,000	.....	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope r. by Con	cord.	15,000	.....	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....		.....	.....	.....	525,205	ope r. by Eas	tern Mass.	.....	.....	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope r. by Con	cord.	88,577	8	101	.....
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	---	---	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	209,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	113
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....		.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	---	---	.....	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	123½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope r. by N.	Y. & E.	53,400	8	—	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope r. by N.	Y. & E.	24,440	.....	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	.....		216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	438,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	130,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r. by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.8	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	48
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11⅞
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	82
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	20
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	13½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,482	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	—	—	....	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	—	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	29½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	....	—	—	—	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86
31 Dec. '58	173.8	21.6	....	—	33	28	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,044	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	80½
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	....	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	....	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	—	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	....	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,281,617	—	85½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	—	....	Phila., Germant'n & Norrist'n	1,422,977	228,755	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	42½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
30 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,436	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelines.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Total. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	—	60,438	—	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,286,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,300	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	308,500	.....	2,158,000	50.0	147,231	208,439	96,577	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	454,698	1,585	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	....
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,460	—	....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,039	—	....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	—	—	—	—	—	....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	....
	.....	—	....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '59	43.0	—	....	31.0	....	....	....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
— — '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395.762	354,288	81.561	—	....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	oper	r. by Vt.	Central	.....	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,495	—	....
31 Aug. '59	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	oper	r.b.Troy	& Bost.	55,858	—	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar. '59	79 .2	—	....	—	....	....	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	....	—	....	....	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,260,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep. '57	32.3	—	....	—	....	....	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	....
— — '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	7
— — '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	—	345.861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363.213	.....	.....	—	....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603.128	31,351,133	—	46,954,261	761.0	2,049.997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
— — '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	....	....	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	....
— — '59	60.0	—	....	—	....	....	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	....
								NOVA SCOTIA.													
— — '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
.. Dec. '58	48.7	—	....	—	....	....	....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,300,100	15	13 4

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	85
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ⅛ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. ('860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	---	†	------	----
2d Mortgage	---	†	------	----
3d Mortgage	---	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1892	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	71
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
***Columbus, Piqua and Indiana :**				
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
		†	------	----
		†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	---	------	----
2d Mortgage		---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1868	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
		---	------	----
		---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	---	7	1891	----
Free Land, 2d Mortgage	---	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n :				
		---	------	----
		---	------	----
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
		---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill :				
		---	------	----
		---	------	----
		---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	104½
2d Mortgage	1,980,000	7	1860	102½
3d Mortgage	1,840,000	7	1875	90½
Convertible	1,002,000	7	1877	77
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,685,000	7	1875	90½
Construction	4,116,000	6	1875	90½
Free Land	3,000,000	7	1860	100
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
		---	------	----
		---	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		15
2d Land Grant (Western Div.)	353,600	†		15
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	84
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,176,000	†	1877	46½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	105
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	49
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		79
2d Mortgage	461,378	8		
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Peterstb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	96
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill,)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----	---	------	18
2d Mortgage	----	---	------	1¾
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82¼
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82¼
Fractional Mortgage	23,500	6	1868	82¼
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----	---	------	----
---- ---- ----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, June 2, 1860.

Boston, Concord and Montreal Railroad.

The earnings of this road for the year ending April 30, were $253,626 53
And the expenditures were 134,206 27

Leaving as net income $119,420 26

The increase in gross earnings over the previous year was $25,906 47
The decrease in expenses 7,175 34

Making the increase in net earnings .. $33,081 81

In the above statement of expenditures are included all the running expenses for the year and every outstanding claim, besides $6,000 of the operating expenses of the year previous, so that the increase in net earnings amounts really to $45,000.

The net earnings of the road for the year have been applied, first, to the payment of the interest on the bonds of the corporation, which, through all the depression in the railroad interest and the embarrassments of the corporation, has been promptly met. This interest amounts in the aggregate for the year to $67,648. Second, to the payment of an annual sum ($12,500) into a sinking fund—a wise provision for the ultimate extinction of the bonded debt of the corporation. By the judicious investment of this annual appropriation, to set apart which is made obligatory under a legislative act, the bonded debt is reduced by a sum considerably larger than the actual appropriation, and this will continue to be the case so long as the bonds of the road can be purchased below their par value. These two items—interest on bonds and the sinking fund appropriation—constitute an annual charge upon the net earnings of the corporation of $80,178. The balance of the net earnings would be applicable to a dividend if it were not for floating liabilities, from which the road is gradually working itself free. These liabilities are, first, sundry outstanding corporation notes, given when the floating debt of the corporation was arranged. These notes amounted to $45,100, payable in one, two and three years. The first payment has been made during the past year, amounting to $17,000. The second item of outstanding liabilities is the sum due Gilmore and Clapp upon an old claim, which was unexpectedly awarded against the road in the settlement of the accounts of a contractor. This claim is to be paid in easy instalments. The instalment for the past year, with interest, has been paid, amounting to $10,425, and the legal expenses attending the defense of the suit, have also been settled in full, amounting to some $3,000 more. The amount now due on this claim is $47,260 44, making the whole floating debt of the corporation $75,360 44. The road is now actually $50,000 better off than it was last year. When the floating debt is paid, the balance of the net earnings over the interest on the bonds will thereafter be applicable to the payment of a dividend on the preferred stock of the corporation. If the net earnings continue as large as during the past year, the whole floating debt will be extinguished by the business of the next two years.

American Central Railway.

We gave a year or two since a full statement of this proposed line in an account of a convention of its friends held at Fort Wayne. The companies then in charge the different links that composed it were in full activity. The reverses that soon followed and that visited alike all roads, checked the rapid progress of work on this line, though it did not cause an entire suspension of operations. Upon the Illinois portion particularly, there has been no time in which the company did not have a force in the field; and it has now that portion of its line between the Mississippi river and the Chicago, Burlington and Quincy Railroad so far advanced as to warrant the purchase of rails for the purpose of placing them on the road, and for which adequate means have been provided.

To give an idea of the route of the proposed road, of the plans of the parties engaged in it, we copy the following extract from the late report of the President of the Illinois portion of the line:

The *American Central Railway* is the general name given to that line of railroads connecting in the northeastern part of the State of Ohio with other continuous lines, coming through the States of New York and Pennsylvania from the Atlantic seaboard, and from that point of concentration, extending due westward, across the States of Ohio, Indiana, and Illinois, to the Mississippi river at New Boston, opposite the mouth of the Iowa river. The further extension of the line westward, across the State of Iowa, is made by the Philadelphia, Fort Wayne, and Platte River Air Line Railroad. This last named road is, however, destined, probably, to unite at Washington, Oskaloosa, or Fort Des Moines, with the connected line of roads proceeding westward from Chicago, or from the crossing of the Mississippi at Rock Island, and from Burlington—the whole then to be continued in one common track and direction to the Missouri river at Council Bluffs. From Council Bluffs, along the valley of the Platte river, extends the line of the great central route for a railroad to the Pacific ocean, a work, the construction of which, under the auspices of the general government of the United States, may be now regarded as certain, and soon to be provided for. In this connection then, the American Central Railway, itself, becomes an enterprise of continental character and magnitude. The leading idea of the plan is *a continuous, straight due east and west grand trunk road, connecting the net-work of railroads of the Atlantic States with the eastern terminus, on the Missouri river, of the great central highway to the Western Ocean.*

The links in this chain of roads which bear a common corporate name, under the laws of the several States in which they are established, are three:—(1.) The American Central Railway of Illinois—extending from New Boston, on the Mississippi river, across the State, to the western boundary line of Indiana, 186 miles; (2.) The American Central Railway of Indiana, from that State boundary to Fort Wayne, 126 miles; (3.) The American Central Railway of Ohio and Indiana, from Fort Wayne, through Tiffin in Ohio, to Salem, or some point of intersection with the line of the Atlantic and Great Western Railroad, 158 miles. A glance at the map will show that this long line across those States, throughout its entire length, is almost an air line, running nearly with the parallel of 41° north latitude. And in all that distance, keeping upon the plateau, or middle table land, between the waters that discharge northward into the lakes, and the head waters of the streams that run into the rivers of the Gulf of Mexico, this great route traverses one of the finest grain and cattle producing regions of the west, and a country whose vast agricultural resources and rapidly and constantly increasing population, promise an almost limitless demand for the uses of such a direct and convenient avenue for its trade and travel. The whole work is sure to be built.

Its ultimate completion is but a question of time.

* * * * * * * * *

Besides these lateral connections, any view of the condition and character of the American Central Railway in Illinois would be necessarily incomplete, without a reference also to the extensions of the line eastward and westward. These, in their relation to this work, will constitute with it eventually, in effect, but one entire and continuous road. In Iowa, the Philadelphia, Fort Wayne and Platte River Air-Line Railroad takes up the line, as has been stated, at a point opposite New Boston, the western terminus of the American Central Railway, on the Mississippi river. One half of the work of grading and bridging is stated to be done, on that road, for a distance of forty miles from the Mississippi river to Washington, the point where it intersects a branch of the Mississippi and Missouri Railroad. This includes the heaviest earth work next to the Mississippi river, and masonry for a fine bridge over the Iowa river at Wapello. County and other subscriptions have been made, sufficient to do a large proportion, if not al', of the remaining work on the road bed to Washington. In the mean time the company and parties interested wait to resume and complete the work to that point, whenever this road in Illinois shall be in running order from the Mississippi river as far eastward as to the intersection with the Chicago, Burlington and Quincy Railroad. In Indiana the whole road from the State boundary to Fort Wayne is under contract for entire building ready for the rolling stock, and in hands, and upon terms, it is believed, which insure its ultimate completion. The grading is done eastward from the town of Rensselaer to the crossing of the New Albany and Salem Railroad. At Fort Wayne, there are already completed and important connections with the Toledo and Wabash Railroad to Lake Erie, and with the Pittsburg, Fort Wayne and Chicago Railroad, leading directly to the city of Philadelphia. If no further eastern link of the chain were ever to be built, reaching these connections at Fort Wayne, the American Central must be second to no other leading western road in its importance and value. But from Fort Wayne eastward, the work is in still greater forwardness; especially as to that portion of it which extends from Fort Wayne to Tiffin in Ohio.

The route of the Illinois portion of the line traverses the counties of Mercer, Knox, Henry, Stark, Marshall, Livingston, La Salle, Kankakee, and Iroquois, and a portion of the State not excelled in its productiveness, and the rapidity with which it is being filled with inhabitants and developed. The following statements will show the progress of population in these counties since 1840:

	1840.	1850.	1855.	Estimated. 1859.
Mercer	2,352	5,246	9,660	17,388
Henry	1,260	3,870	9,218	18,436
Knox	7,060	13,279	22,847	45,694
Stark	1,573	3,710	6,293	12,125
Marshall	1,849	5,180	9,900	17,820
Livingston	759	1,552	4,606	13,618
La Salle	9,348	17,815	35,563	60,014
Kankakee	...	....	10,110	29,000
Iroquois	1,695	4,191	6,788	12,255
	25,894	54,780	114,985	226,344

The valuation of these counties in 1857 was as follows:

	Real.	Personal.	Total.
Mercer	$2,766,361	$1,415,036	$4,181,397
Henry	4,289,546	983,256	5,269,804
Knox	6,164,804	2,512,471	9,198,056
Stark	1,815,326	673,319	2,488,645
Marshall	2,286,074	807,310	3,094,384
La Salle	5,931,784	2,028,656	8,449,317
Livingston	1,859,668	665,447	2,523,115
Kankakee	2,066,204	665,900	2,731,104
Iroquois	3,230,241	777,245	4,007,406
	$30,407,008	$10,528,742	$41,945,389

The portion of the line to be first constructed is that between the Chicago, Burlington and Quincy Railroad and the Mississippi river, a distance of 50 miles. This is now very nearly prepared for the rails. When completed, it will, for the present, be run by the Chicago, Burlington and Quincy Company. For the purchase of iron, and other necessary expenditures, the company have prepared bonds to the amount of $2,700,000, being at the rate of less than $15,000 to the mile; but these are to be issued only as the different sections are brought into use. For their payment, a sinking fund is provided, equal to 5 per cent. of the amount of bonds, for their purchase and cancellation.

A new impulse has been given to this project, by the progress of the Atlantic and Great Western, the construction of which, from the Erie Railroad to Akron, Ohio, seems to be no longer problematical. The line of the American Central will commence near Akron, and it may be induced by the rapid progress of the Atlantic and Great Western to adopt its gauge and that of the Erie.

Estimated Cost of the American Central Railway, from New Boston to Indiana State Line. complete, include Buildings, Equipments.

GRADUATION.

Clearing, Grubbing, Grading, Bridging and Superstructure—		
New Boston Division		$403,600 00
Toulon	"	126,080 60
Wyoming	"	287,503 35
Lacon	"	149,319 70
Vermillion	"	94,799 10
Iroquois	"	153,114 15
Total amount, ready for iron		$1,214,416 90
Average cost per mile, ready for the iron, $6,524.56.		

TRACK AND MATERIAL.

16,068 tons iron rails	$803,400 00	
Chairs	41,292 30	
Spikes	46,699 62	
Switches, complete	6,000 00	
196.63 miles track-lay'g	58,989 00	
186.13 " distributing material	55,839 00	
		1,012,219 92
Total		$2,226,636 82

FULL EQUIPMENT.

24 locomotives	at $9,000.	$216,000	
24 pass'ger cars	" 2,500.	60,000	
6 2d class cars	" 1,800.	10,800	
12 baggage and mail cars	" 1,500.	18,000	
300 freight and box cars	" 725.	217,500	
150 platform and coal cars	" 625.	93,750	
26 hand cars	" 100.	2,600	
			618,650 00
Station buildings, engine houses, turn tables, machine shops, repair shops, tools and fixtures, warehouses, etc., complete, from New Boston to Indiana State line			310,000 00
Right of way, depot grounds, engineering, and contingencies			42,966 15
Fencing			118,000 00
Total cost complete			$3,316,252 97
Average cost per mile, with full equipment			$17,811 49
The total amount of payments upon the subscription to the capital stock, to date			$493,474 76
Balance of interest account and bills payable			3,912 08
			$497,386 84

The disbursements, from the above amount, are as follows:

Paid Secretary's orders	$286,224 60
Individual ledger accounts	17,069 98
Paid upon grading account orders not yet surrendered	80,375 21
Discount upon all county and city bonds	72,738 11
Amount on hand, consisting of bills receivable, bonds, etc.	40,978 94
Total	$497,386 84

The President of the company is the Hon. R. C. SCHENCK, of Dayton, Ohio, a gentleman of well-known ability and influence in the West. The Trustee, under the mortgage, is Isaac Seymour Cashier of the Bank of North America, in this city.

Angular Nib Gold Pen.

We invite attention to the Advertisement in another column, of Messrs. BARD, BROTHERS & Co., manufactures of Gold Pens and Pen and Pencil Cases. They are also Manufactures of Bard & Wilson's *Patent Angular Nib Gold Pens.* This is an entirely new pattern of pen. The nature of the invention consists in the combination of the point commonly called the French Point, (which is made by compressing the sides thereof into planes inclined angularly,) and the ordinary cylindrical barrel, whereby the pen in being used has all the advantage of the lateral action of the one, and can be inserted in the ordinary pen holders as in the other. The improvement consists in the *Angular shape of the nib*, to which shape it is brought by compression, instead of by the usual method of filing. There is therefore no waste of material, nor is its strength impaired in the slightest by the process to which it is subjected in attaining the elasticity required. It is made of 16 carat gold. After using one of these pens, we have no hesitation in pronouncing it a decided improvement over any pen that has heretofore been brought to our notice. Address Messrs. BARD, BROTHERS & Co., No. 21 Maiden Lane, N. Y.

Dinsmore's Railroad Guide.

We have on our table Dinsmore's little Railroad and Steam Navigation Guide for June looking bright and much improved by the late fire.

This little pocket companion is indispensable to travelers, and as in these days every body comes under that category, its re-appearance is a matter of congratulation. Its reliability is undoubted. Time, distance, fare and connections are given with the most scrupulous care and he who goes astray with one of these books in his hand has no one but himself to blame.

The perseverance of Dinsmore deserves all sorts of success and every body who uses a railway or a steamboat should buy his guide monthly.

Railroad from Springfield to Quincy, Ill.

The building of another railroad from Springfield to Quincy, by way of Virginia, Beardstown, Rushville and Mt. Sterling, has been under consideration in this city for several days. Gentlemen from New York have been on here for the purpose; among them Messrs. Boody and Jessup, and we are informed that the preliminary steps will be taken at once, and if the scheme meets with proper encouragement along the line, the road will be completed during the coming twelve months, connecting with the Quincy and Toledo road at Mt. Sterling. Gen. Singleton, of Quincy, the President of latter road, was also present at the Conference. —*Springfield (Ill.) Register.*

New York Stock Exchange.

Selling Prices for the week ending May 30, 1860.

	Th.24.	F. 25.	Sat.26.	M.28.	Tu.29.	W.30.
Federal Stocks:—						
U. S. 5s, 1874	103¾	----	----	103¾	----	----
U. S. 5s, 1865	----	----	----	102⅛	----	102⅛
State Stocks:—						
California 7s	----	----	91¼	----	91¼	91¼
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s 62	----	----	----	90	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	84⅛	84⅛	84⅜	84⅛	84⅛	84
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	104½	----	----	----	----	----
North Carolina 6s	97⅛	97⅛	97⅛	97⅛	97	97⅛
Ohio 6s, 1870	----	----	----	----	----	----
Tennessee 6s, 1890	91¼	91¼	91⅜	91⅜	91¼	91⅛
Virginia 6s	92¼	92¼	93⅛	94	93⅛	93⅛
Railroad Shares:—						
Brooklyn City	116	----	----	----	----	----
Chicago, Burl. and Q.	78⅛	78⅛	78⅛	77⅛	78	76⅛
Chicago and Rock Isl.	69⅛	70⅛	70⅛	70⅛	70⅛	69⅜
Clev., Painesv. & Ashl.	----	----	----	----	----	115
Clev. and Pittsburg	----	12⅛	11⅛	11	11	11
Clev. and Toledo	30⅛	31⅛	30⅛	30⅛	30	29
Del., Lack. and West.	----	----	88	----	----	----
Galena and Chicago	64⅛	64⅛	64⅜	64⅛	64	64⅜
Hudson River	49⅛	50	49½	----	48⅛	48
Illinois Central	62⅛	64⅛	64⅜	63⅜	63	62⅜
Indianapolis and Cinc.	42⅛	----	----	----	----	----
Michigan Central	51⅛	53	53⅛	53⅜	52⅜	52⅛
M. S. and N. I. guar'd,	25⅛	25	25⅛	25⅛	25⅛	25
M. S. and N. I.	12⅜	12⅛	12⅛	12⅛	12⅛	11⅜
Milwaukee and Miss.	----	----	7⅞	8	7⅞	7
New Jersey Central	----	115	----	----	----	----
New York Central	82⅜	82⅜	82⅛	82⅛	82⅛	82⅛
New York and Erie	22⅛	22⅛	22⅛	21⅛	20⅞	19⅛
N. York and Harlem	13⅜	13⅛	13⅛	13	----	12⅞
N. Y. and H. "pref."	41⅛	41⅛	41⅛	41	40	39⅛
Panama	133½	135½	135	134½	134	134½
Phila. and Reading	42⅛	42⅛	42⅜	42⅛	42	41⅞
Railroad Bonds:—						
Chic. and N. W. 1st M.	43	40	----	48	48	----
" " S. F.	----	----	----	76	----	----
Cl. & Tol. S. F. 7 p.c. '85	75⅛	----	----	----	73⅛	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	----
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	72⅛
Hudson R. 1M. 7p.c. '60	----	----	----	----	107	----
" 2M. 7p.c. '60	102⅛	102⅛	----	----	102	102⅛
" 3M. 7p.c. '75	90⅜	----	92	----	91	----
Illinois Centr. 7 p.c. '75	91	91	91⅛	91	91	91
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	99	----	----	99	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. 7p.c. '85	85	----	----	85	----	----
" 2 M. 8p.c. '77	----	47⅛	----	47⅛	46⅛	46⅛
" S. F. '85	72	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	105
N. Y. C. 6p.c. certif. '83	----	----	93⅜	93	93	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	99⅞	----	100	100	----
" 2 M. 7 p.c. '59	----	----	----	----	----	----
" 3 M. 7 p.c. '71	89⅛	----	----	89	88⅛	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	60	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	49	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	43	----	----	----	42	----
Bank and Insurance Stock:—						
Am. Exchange Bank	----	----	100½	----	100½	100½
Am. Exchange Insur.	----	----	----	----	----	----
Atl. Mut. Mar. Insur.	----	----	----	----	----	----
Continental Insurance	----	----	----	----	----	----
Continental Bank	----	----	103½	----	----	----
Corn Exchange Bank	----	107½	----	----	----	----
Commerce, Bank of	----	----	101	101½	101⅛	100½
Hope (Fire) Insur.	----	----	----	----	----	----
Marine Bank	----	----	----	----	103	----
Merch. Exch. Bank	100	----	----	----	103	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
N. Y. (F. & M.) Insur.	----	----	----	----	----	----
Nassau Bank	----	----	----	----	----	----
National Bank	----	----	----	----	103	----
Republic, B'k of the	----	----	----	----	128	----
Shoe and Leather B'k	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. C. Co.	101⅛	101⅛	101⅛	101	101⅛	101⅛
Cumberland Coal Co.	13⅛	14	14	14	14	14
Penn'a Coal Co.	----	85	----	85	85⅛	----
Pacific Mail S. S. Co.	86	87⅛	89⅛	88⅛	88⅛	89⅛
Canton	21⅛	21⅛	21⅛	21	----	20⅛
Brooklyn Water W's	102⅛	----	----	----	----	----

The following are the closing prices in the London Market on the 19th May:

United States 5 p. c. red. '74	93⅛	to	94⅛
Illinois Central 6 p. c. red. 1875	78	to	80
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	92	to	93
Do. $100 shares, $60 p'd.	43	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1882	85	to	87
Do. $100 shares	43	to	48
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	92⅛	to	95
Do. 7 per cent. (sinking f.) 1876.	93	to	95
Do. $100 shares	70	to	72
New York and Erie 1st mortgage 7 per cent. 1867	91	to	92
Do. 2d mortgage, 1869	85	to	87
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	43	to	48
Do. Shares, assented	17⅛	to	18⅛
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	89	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

Essex Railroad.

The annual meeting of this company was held on the 29th ult. The following is an abstract of the report presented:

RECEIPTS.

Capital stock		$1,084,200 00
Bills payable		67,170 00
Balance of Profit and Loss account	$27,660 63	
Balance of Water Power account	43,581 31	
		71,241 94
		$1,222,611 94

EXPENDITURES.

Reservoir on Prospect Hill		$2,604 74
Real estate		639,939 88
Stock in the Essex Co., 796 shares		79,600 00
Materials on hand		1,607 76
Bills receivable	$19,869 80	
Land notes receivable, with mortgage	99,184 60	
Cash	4,432 40	
Sundry accounts receivable.	2,456 09	
Mill leases	372,916 67	
		498,859 56
		$1,222,611 94

The company is nearly free from debt, $75,330 having been paid off since the last annual statement. The contingent liabilities have also been largely reduced. The profit and loss account has been increased, and the water power account shows a large balance on the profit side. The building and land accounts have both been diminished by sale.

The company have received during the year 297 shares of its stock, 162 of which were taken in part payment for land. The Treasurer hoped before the annual meeting to receive 46 shares more, when they would be able to complete the reduction of the capital stock to one million.

The account of mill leases is increased by $40,000, resulting from the sale of eight mill powers to the Everett Mills.

The profit and loss account is increased by $8,334.50. The current receipts from rents, from tolls, and from interest received more than paid, have amounted to $24,658.42, and the current expenses, including 6,797.65 for taxes, to $16,463.98, leaving a profit from income of $8,194.44; and some other small matters have slightly improved the account. A large gain has resulted from sales of water power during the year. These have been sufficient in amount to extinguish the balance of the whole cost of our water power, and to exceed it by $43,581.31, which excess is, therefore, a profit on sales beyond cost.

When the crisis came in 1857, the liabilities of the company were $747,620.24. The debt now is nearly extinguished.

The company has now, after cancelling 842 shares of its stock, a capital of $1,009,000. It has a property represented in the preceding statement of accounts, which, even if its valuation should be reduced by the whole amount of the profit and loss, is estimated as worth $1,000,000; together with some 900 acres of land on the south side of Merrimac river, not included above, and about 60 unsold mill powers, on which the mill rent alone, at $300 per power, the smallest amount ever reserved for rent, would represent a capital of $300,000. The whole property, at a moderate valuation, if land and water power have anything like the value they have had before, could hardly be estimated at less than a million and a half of dollars.

Immediately upon the adjournment of the regular meeting, a special meeting convened, and the following vote was passed:

Voted, That the capital stock of the Essex Company be reduced by cancelling 842 shares thereof which are the property of the company and now stand in the name of the Treasurer in trust, the whole number of shares of the capital stock being thereby reduced from 10,842 to 10,000, of the par value of one hundred dollars each, and the amount of the capital stock from $1,084,200 to $1,000,000.

Griffin, McDonough, and Covington Railroad.

The length of this road as reported by L. P. Grant, Esq., C. E., is 39 miles, the maximum grade 52 8-10 feet per mile, undulations short, Total cost $698,380, or an average of about $17,009 per mile, exclusive of machinery and rolling stock.

The productiveness of the road he considers certain, but no estimates are given. He remarks:

As a link in a through line from the west towards the seaboard your route will hold about equal advantages with two others, taken Newnan as a common starting point. The distance via Griffin and Covington to Augusta will be about 204 miles. That via Atlanta to Augusta is 210 miles. The third via Griffin, Macon and the proposed road from Macon to Augusta, will be about 214 miles. When the grades are considered, these three routes may be said to possess equal advantages.

Quakake Railroad.

This road we understand, goes into use on Monday next, as a link in a direct through line, for regular passenger trains, by way of the Lehigh Valley and New Jersey Central Railroad to New York. By this outlet passengers from Williamsport, and connecting points, may pass directly to New York and the East without riding 50 or 60 miles in an opposite direction to Elmira, thence to pass over N. York to reach the desired destination. The traveling public now have the option of passing over the Quakake to New York, or of coming by way of the Catawissa, Little Schuylkill, and Reading Railroads to Philadelphia, as at present. The decree for the sale of the Catawissa Railroad, we understand, is out, authorizing the sale of the work on the 2d of July, and within two months thereafter it is supposed the company will be reorganized, the same as has been the Elmira Railroad, and it is hoped and believed, with similar good effect on the prices of its securities.—*Philadelphia Ledger*, 26th ult.

Manchester and Lawrence Railroad.

The following gentlemen have been elected directors of this company for the year ensuing; N. G. Upham, E. J. M. Hale, George H. Dodge, Asa Fowler, John Flint, E. A. Straw, N. G. White.

Kansas, Galveston and Lake Superior R. R.

It is anticipated that that portion of this road between Kansas City and Cameron will soon be in process of construction. An arrangement has recently been made with the Hannibal and St. Joseph Railroad Company, by which the Kansas, Galveston and Lake Superior Company is to raise $450,000, of which $200.000 is apportioned to Kansas City, $200,000 to Clay County, and $50,000 to Clinton. This will grade, bridge and tie the road, and it is proposed then to issue the bonds of the road to procure the iron and rolling stock. The Hannibal and St. Joseph Company then propose to take charge of the road, keep it in repair and run it at their own expense, and under such regulations as to time and charges as their own is now, and take sixty per cent. of the gross earnings for their pay; the other forty per cent. to go as a sinking fund to meet the interests and bonds issued for the iron and rolling stock. Steps will be taken to place the road immediately under contract, and the work will be commenced by the 1st or 4th of July.—*Cin. Inq.*

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2.	For Side Hill Cuts and Fills.			14.	" 20	"	1½ to 1
3.	Base 12 ft.	Slopes	1½ to 1	15.	" 24	"	¾ to 1
4.	" 14	"	1½ to 1	16.	" 24	"	1½ to 1
5.	" 15	"	¾ to 1	17.	" 25	"	1½ to 1
6.	" 15	"	1 to 1	18.	" 26	"	1½ to 1
7.	" 15	"	1½ to 1	19.	" 28	"	¾ to 1
8.	" 16	"	¾ to 1	20.	" 30	"	1 to 1
9	" 16	"	1 to 1	21.	" 30	"	1¼ to 1
10.	" 18	"	¼ to 1	22.	" 30	"	1½ to 1
11.	" 18	"	¾ to 1	23.	" 32	"	1 to 1
12.	" 18	"	1 to 1	24.	" 32	"	1¼ to 1

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OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

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By order of the Board of Managers.

2m15 W. H. McILHENNY Secretary.

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Jno. T. Agnew,	"	J. M. Macias,	"
Wm. Mason,	"	John N. Genin,	"
H. M. Stevens,	"	R. W. Lowber,	"
Jno. J. Herrick,	"	J. A. Robinson,	"
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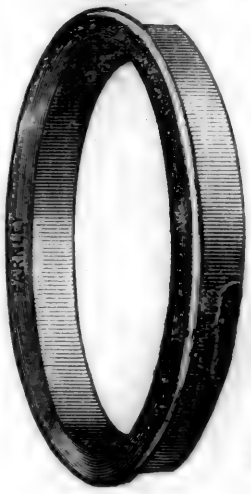
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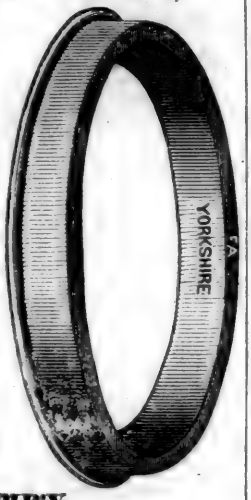
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IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections, T's L's Stops, Valves, Flanges, etc., etc.

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44 Exchange Place.

New York, 1st June, 1859.

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SUCCESSORS TO

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Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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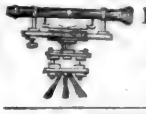
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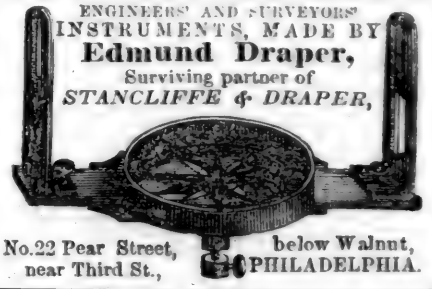
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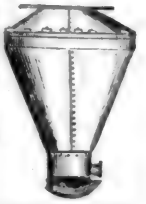
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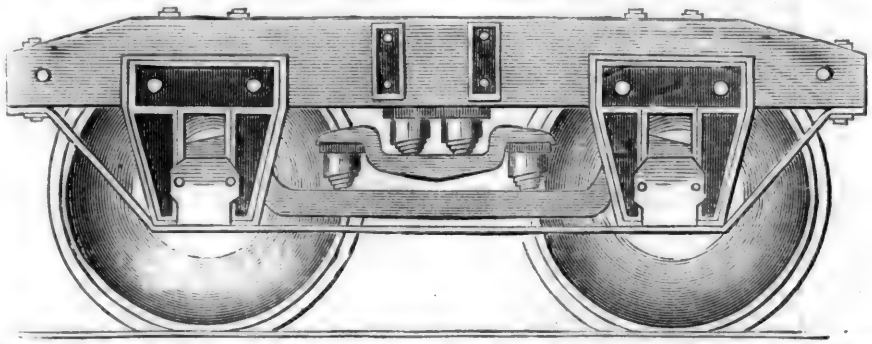
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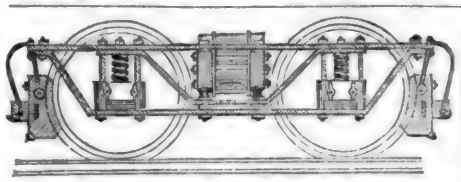
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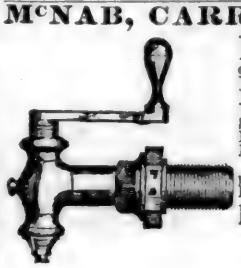
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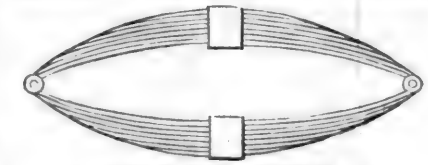
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INSURANCE, BANKING, MINING, MANUFACTURES.

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PRINCIPAL CONTENTS.

Coal-Burning on the Pennsylvania Railroad...481
The Public Lands 483
Railways in India 484
Product of the Precious Metals.....485
The Fencing of Railroads.....485
Subscriptions to Stock, when Valid 486
Cincinnati, Wilmington and Zanesville Railroad.487
South Austria, Lombardo-Venetian and Italian Central Railroad 487
Lackawanna and Bloomsburg Railroad 488
Railroads of the State of New York 489
New Jersey Railroad and Transportation Co ..496
Nashville and North-Western Railroad.....497
Charlton and Randolph Co., Railroad 499, 497
Taxation in Cincinnati for Thirty years 497
Life Insurance.....498
Portland, Saco and Portsmouth Railroad 498
Richmond, Fredericksburg and Potomac R. R.498
Richmond and Petersburg Railroad 498

American Railroad Journal.

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New York, Saturday, June 9, 1860.

Coal-Burning on the Pennsylvania R. R.

(Continued from p. 463.)

The experiments made with a coal-burning engine, using Pittsburg Coal, fitted up with a fire-brick deflector and air-distributer, and moving an ordinary passenger train, showed a saving equal to 54½ per cent. over engines using hard wood. The cost of coal per ton delivered on the Western Division of the road, between Pittsburg and Altoona, was $0.90; on the Middle Division, between Altoona and Harrisburg, $1.82, and on the Eastern Division, between Harrisburg and Philadelphia, $2.62. The cost of coal for the round trip on the several Divisions of 229, 264 and 212 miles, respectively, were $3.19, $6.28, and $8.64, and the cost per mile 1.39, 2.37, and 4.07 cents. The cost of hard wood, as compared with coal, was as follows: Cost per cord, delivered on tender, on Western Division, $2.39; on Middle Division, $2.72; on the Eastern Division, $3.90. The cost of the same for the round trip on the several Divisions, was $11.31, $12.51, and $15.97; and the cost per mile run, 4.94, 4.74, and 7.54 cents.

From this table it appears that while the average cost for passenger service over the whole road with *Pittsburg Coal* is 2.57 cents per mile, that of *Hard Wood* is 5.64 cents per mile, showing an average saving of 54½ per cent. by the substitution of coal for wood in passenger engines. By using "Broad Top" Coal on the division between Harrisburg and Philadelphia, and "Pittsburg" on the remainder of the road, the saving would be increased to 56 per cent.

Third. INCREASED COST OF LOCOMOTIVE REPAIRS.—As a partial off set to this economy, there is to be taken into account an increased cost of repairs of engine due to the use of coal, which affects the fire-box, flues and grate more injuriously than wood.

I estimate this difference from data afforded by the experience on the Pennsylvania Railroad, (in the use of coal in freight engines, and of wood in passenger engines,) to be equivalent to about ½ cent per mile run, as follows:

	Per annum.
Estimated life of a set of flues of an average cost of $555, in a passenger engine using Pittsburg coal .....14 years.	
Estimated life of a set of flues of an average cost of $555, in a passenger engine using wood.....25 years.	
Increased cost due to use of coal.....	$17
Estimated life of copper fire-box of an average cost (deducting value of old material) of $680, in a passenger engine using Pittsburg coal.....6 years.	
Estimated life of an iron fire-box, costing $480, in a pass'ger engine using wood. 12 yrs.	
Increased cost due to use of coal.....	73
Estimated life of a set of grate-bars, costing $14 in a passenger engine using Pittsburg coal.....6 months.	
Estimated life of a set of grate-bars, costing $14, in a pass'ger engine using wood. 12 mos.	
Increased cost due to use of coal.....	14
Total increased cost due to use of coal in passenger engines, in lieu of wood.....	$104

Which is equivalent on the average annual mileage of passenger engines for the year 1858, viz: 20,361 miles, to about ½ cent per mile.* This would reduce the economy to be derived from the substitution of coal for wood, from 54½ to about 45 per cent. I do not doubt that the last mentioned rate is entirely within bounds. On the present annual expenditure for wood used in passenger engines, the yearly saving would amount to about $40,000.

The proportion of economy here shown, will in all probability be increased from year to year by the rapidly enhancing cost of wood; coal tending to diminish rather than increase in price. Many advantages will also be found to result from the change of fuel, upon which it is difficult to place a proper estimate in dollars and cents. Among these is the saving of the expense of maintaining wood-sheds at distances of from 20 to 30 miles along the road; the avoidance of long stoppages of trains at the same intervals for the purpose of taking on fuel, of the risk of fire from sparks to property along the road, its bridges, &c., and also to the wood itself lying in piles at the stations; and the avoidance of detention of trains owing to a bad or wet lot of wood; (coal being of a more uniform quality.) *With coal no passenger train need stop to replenish fuel on any division of the road.*

The increased cost of transportation due to hauling the coal in the tender, a greater distance than wood, is fully met—

1st. By the greater *weight* which has to be hauled a less distance, where wood is used, since about 2½ lbs. of wood are required to do the work of 1 lb. of coal.

2dly. By the fact, that in ascertaining the cost of *wood* delivered on the tender at the different stations, (as stated in the above tables,) only the ordinary train expenses were included, for the large portion which requires to be hauled; and the cost of repairs to engines and cars, and of maintainance of track due to such transportation of wood, were not counted. In computing the price of *coal*, all the items that enter into the cost of transportation were included.

The obstacle to the acquisition of this great economy, heretofore has been the dense *smoke* produced by the combustion of the coals accessible to the line of this road. For nearly all *freight* trains the "Pittsburg," "Broad Top" and "Alleghany" coals have displaced wood for several years; but although it was known that coal would prove much the cheaper and more efficient fuel for passenger trains, the belief that the smoke nuisance could be obviated (even if at all) only by expensive and structural alterations of the existing plans of locomotives, delayed the inauguration of any reform.

We have found, however, in trials of six coal-burning engines, that four of the plans showed sufficient freedom from smoke to admit of their use with passenger trains when burning *Broad Top Coal*, and that one (which by slight modifica-

* The correctness of this estimate seems to be borne out by the statement of Supt. Nicolls, as to the results of actual working with coal and wood on the Reading Railroad; according to which, freight engines, using 105 pounds of *Anthracite* per mile, are subject to an extra cost of repairs, over those of a wood-burning engine, of 1½ cents per mile. The average consumption, per mile, of the passenger engines on the Pennsylvania Railroad, will not exceed one-fourth the quantity here mentioned, while the *bituminous* coal, especially the "Pittsburg," is much less destructive than Anthracite, in its effects on metal surfaces.

tions in the case of another plan might be increased to two) was successful in avoiding smoke, even from the highly bituminous *Pittsburg Coal*. The order in which these plans rank as regards exemption from this nuisance, has also been stated. We have further seen that Passenger Engine No. 156, provided with a fire-brick deflector and air-distributor, ran a round trip over every division of the road, using Pittsburg Coal, and emitting no smoke or cinders that were observed by passengers in the regular trains, which were drawn.

It now remains to inquire:—

WHICH PLAN OF SMOKE PREVENTION IS ON ALL ACCOUNTS THE BEST ADAPTED FOR USE ON THIS ROAD?

First.—The "Phleger" and "Dimpfel" plans could not be applied to the company's present stock of passenger engines, without structural alterations, involving, with the loss of time incurred, a greater expenses than would be compensated by the change of fuel from wood to coal.

For new engines, they both have merits which entitle them to consideration. Either of them is capable of burning "Broad Top" (or any other semi-bituminous coal) without the production of smoke to the extent of annoying passengers. And the "Phleger plan," by some addition to the supply of air, may be adapted to the use of Pittsburg Coal. The difference in amount of fuel to do the same work between two locomotives of the same size, and equal in every respect, except in those parts concerned in *combustion*, which form the distinctive features of these two plans, would in all probability be too slight at the low cost of coal on this road, to warrant any preference for one over the other. Such preference should depend on other circumstances, such as the liability to get out of order, the first cost, amount of patent fees, &c.,&c.

It may be said, however, that as far as the prevention of smoke is concerned, neither plan will warrant any material increase of cost over the present prevailing forms—since equal, and even superior results can be derived from the latter by a few inexpensive alterations.

Second.—The plan represented by the "Blue Ridge" is adapted to the company's present equipment of passenger locomotives; and will enable them, at a cost of alterations, of about $250, (the most of which is for shortening the flues, and providing a *combustion chamber*.) to use Broad Top Coal, (but not Pittsburg,) without an inconvenient production of smoke. For an entirely new engine, its additional cost would be beneath consideration; but while, in this respect, it does not excel the fourth plan to be mentioned, the combustion would always be much less perfect with it than with either the 3d or 4th.

Third.—The "Gill" plan can be adapted to existing locomotives, and will enable them to use either Pittsburg or Broad Top Coal with the production of less smoke and cinders than now issue from wood-burning engines.

The cost of altering an ordinary "wood burner" to this plan, is about $500. To this would have to be added $160 for removing the boiler-flues and forming a combustion chamber, if the alterations were made immediately; but such additional cost can be avoided by making the change gradually, as the engines come in the shop for new fire-boxes. It should be stated that the patentees, Messrs. Gill & Grier, both in the employ of the Pennsylvania Railroad, have offered the free use of their said invention to this road, during the continuance of the patent.

For simplicity, cheapness, and efficiency, this is far superior to any of its competitors on the regular trials, and indeed is the only one that permitted the rich Pittsburg Coal to be used without an inconvenient production of smoke.

Fourth.—The modification of the "Gill" plan, by which *fire-brick* is used in place of copper water sheets, for the diaphragm or deflector, through which to distribute air in numerous small jets over the fire, was first suggested by the undersigned, and applied by him, with entirely successful results, to Passenger Engine No. 156, as has been described. This modification has, I think, several important advantages over the original plan, viz:

More Perfect Combustion.—When fresh coal is thrown on the fire, a sudden disengagement of gas, in large quantities, takes place, while the temperature necessary for its consumption is *reduced* both by the sudden conversion of solid into volatile matter, and by the contact of the raw fuel with the surface of the fire. Under these circumstances, in ordinary engines, smoke is produced in the greatest quantities; and even in those duly provided with an allowance of air, more or less smoke is given off at these moments. No increase of air-admission will entirely remedy this difficulty, because it does not arise solely from want of air, but also from *inadequate temperature*. If we turn on the gas from an ordinary room-burner, no heat that can be applied will produce flame unless we also apply air; but it is equally true that no amount of air can inflame the gas without the heat. The effect of deficient temperature can be seen in good coal-burning engines, where the opening of the fire-door, by chilling the gases in the furnace, produces smoke, there being none while the door was shut.

In stationary boilers, the difficulty can be remedied by a peculiar mode of firing which permits a portion of the fuel at all times to remain in a state of incandescence to supply the temperature necessary for the combustion of the gases arising from a fresh charge of fuel. In locomotive furnaces, the advantages of this plan are but slightly available; but it is obvious that if we can store up heat above the fire, which will intercept the gases on their route to the flues, we have attained the same purpose. The *fire brick* deflector and bridges act as such reservoirs of heat. This material, one of the best absorbents and radiators, gives out to the cold streams of gas and air which arise when fresh coal is applied, that surplus heat which it had absorbed when the surface of the fire was in candescent.

In the case of a water-space deflector, the copper plates enclosing it, being excellent conductors, can never become much hotter than the water inside—say three or four hundred degrees; whereas the temperature of *flame* is nearly as many thousand degrees. Hence the water-space deflector exercises a cooling influence upon the gases. It is true that, on trial, Engine No. 156 was not found quite as cleanly as No. 206; but this is satisfactorily accounted for by the fact, that in the former the fire-brick diaphragm was perforated with but 250 holes, while those in the water-space deflector were about 600 in number. It was found in the case of the former, that the longer the engine was run, permitting the fire-brick to become well heated, the more perfect was the combustion.

Less First Cost.—The cost of applying the water-space deflector to an ordinary wood-burning engine, has been shown to be about $500. That of inserting a *perforated fire brick deflector*, properly supported by water tubes; together with the expense of all the necessary improvements and modifications of fire-door, ash pan dampers, smoke stack, exhaust pipe, and blower or steam jet—the last made to work by same handle as steam valve, so as to be at every moment within the control of the engineer—would be less than $100. This is a material advantage.

Less Cost of Maintenance.—A set of *fire brick*, supported by transverse water-tubes—the whole cost of renewing which, at any time, including labor, would not exceed $30—will certainly last one year, if not much longer. The *water space deflector* and bridges would probably require the use of the caulking tool nearly to that extent in a year, while at the end of five, or in less time, they would only be worth the value of the worn out material.

Another important advantage possessed by the fire-brick, in my opinion is, that as it can be adapted to an existing wood-engine, at an insignificant cost, it allows opportunity for any simpler or better plan that may hereafter be discovered, to be applied at any moment, without loss.

The final reason in favor of the fire-brick is, that it admits, with advantage, of the *immediate* alteration of all passenger engines from wood to coal-burners. As the water-space deflector involves the necessity of a combustion chamber, it would be desirable, if that plan were adopted, to effect the change only as the engines come in the shop for thorough repairs. But trials since made with the perforated fire brick, inserted in a wood engine, No. 135, *without combustion chamber*, have shown that, although the combustion would be improved by such a chamber, yet it is not essential to enable an engine thus fitted up to use either Broad Top or Pittsburg Coal, without the emission of any smoke or cinders that would incommode passengers. It was also shown that the absence of a combustion chamber in this engine had no apparent effect on the expenditure of fuel. No time need, therefore, be lost in deriving the advantages to result from the substitution of coal for wood; and when new fire boxes are required, combustion chambers can be added, with no additional cost, or at least none that will not be fully balanced by the preservation of the flue-sheets resulting from this independent source of economy.

As an offset against these advantages, some credit should be given for the *heating surface* obtained with the water space deflector, although, when it is considered that this water-space (but 4 inches wide) is clogged, and the circulation of the water impeded by some 600 air pipes, which contain, moreover, currents of cold air rapidly circulated, the benefit from this source would not probably be found very great.

Fire-brick has, it is true, been heretofore adopted in locomotives for bridges, arches, &c., and it has been used in the shape of arches in the coke ovens of Wales, for the same purpose. viz: of lengthening the "run" of the gases, affording greater time for their mixture with air, and of maintaining a high temperature above the surface of the fuel, since the year 1840. But it had not to my knowledge, been used with perforations for the purpose of jetting a large quantity of air evenly over the fire, before the trial with Engine 156, herein recorded. There being no patents to effect this plan, unless it be that of Gill & Co., for the air chamber, the free use of which has already been given to the Pennsylvania Railroad Company, a not unusual bug-bear to the adoption of any mechanical improvement, does not, in this case, exist. *The entire extra weight added to the engine will not exceed* 600 *pounds.*

I would, therefore, recommend the application of this plan to all passenger engines.

DIRECTIONS.

The deflector should start from the front leg of the fire-box, a little below the bottom row of flues (thus leaving the grate of full area, and diminishing but slightly the heating surface of the front sheet,) and extend backwards to within 18 inches of the door. The tile forming it to be 3 inches thick, composed of 6 pieces slightly arched transversely, and resting on 3 hollow plugs, inserted in each side of the fire-box, and the same number in the front leg; to be supported also by 3 water tubes of, say, 2 inches in diameter, extending from side to side of fire-box, and inclined sufficiently to maintain a good circulation of water through them. The perforations, made in the clay before burning, to be from 400 to 500 in number, or as many more as can be inserted without unduly weakening the tile; diameter of the holes, ½ inch at the back end, the ¾ths near the front—where the air enters above the deflector, through large apertures in the leg of the fire-box, protected by a valve. This valve should should be easily adjustible from the fireman's post on the engine—but should be arranged *not to close entirely* at any moment. The air-chamber is formed by leaving a space above the whole surface of the perforated tile, and roofing it in by a parallel tile, similarly supported. The air space should be 3 inches high at the front end, next the water sheet, and gradually diminish to 1½ inches at the back end, or that nearest the fire-door; so that the greater tendency of the air to issue through the farther holes, may be counteracted, and the supply made uniform through all the apertures. This will also counteract the tend-

ency of the nearer hole to close up by the adhesion of soot or cinders.

Over the deflector, and suspended from the crown sheet, a wall or bridge, likewise of fire-brick, should be placed to aid in mixing up the gases, and inflaming them. Where there is a combustion chamber, another fire-brick bridge might *stand* in it with advantage, taking care not to impair the draught by unduly cramping the spaces for the gases. The inner plate of the fire-door should be connected at the rim with the outer, and perforated with 100 holes, or as many more as practicable, of ⅛ inch diameter—the outer plate containing larger perforations, protected by a sliding cover or valve. A few hollow stay-bolts, with ½ inch cavities, say 20 or 25 in all, placed in the back sheet and sides of the fire-box, near the corners, and from 12 to 15 inches above the grate, will also be desirable—at least for Pittsburg coal. The ash pan dampers should be made as nearly air-tight as possible, and the blower, or steam-jet capable of being worked by the throttle-lever, so that it may conveniently be opened the instant steam is shut off from the cylinders. It should also be workable independently. It may be found desirable to insert a *dead plate*, about twelve-inches long, at the back end of the grate, (that next the fire-door,) for the purpose of increasing the run of the gases.

These, with some slight alterations of the smoke-stack, will be found to be all the improvements necessary to enable an ordinary wood-burning engine to use the richest bituminous coal without annoyance to passengers from smoke or cinders.

Economy of Fuel.

A large reduction in the fuel bills of the road, it has been proven, will follow the adaptation of passenger engines to the use of coal. In the case of freight engines, already burning coal almost exclusively, the mere prevention of the smoke nuisance can hardly be considered as an object of pecuniary concern; and at the low price of fuel on this road, the loss from imperfect combustion would be too slight to warrant the application of any plan for more effectually consuming the gases, whose first cost and cost of maintenance is not extremely low.

The utmost extent of saving derived by the *complete prevention of smoke*, in the experiments of the New Castle Committee of England, with stationary boilers, was 12.3 per cent. that being the difference in the evaporative power of 1 pound of coal between trials made by the committee themselves, during which no air was admitted except through the grate, and much and often a very dense smoke was evolved; and trials with the same boiler and furnace after the application of C. W. e Williams' system, when no smoke whatever was produced; the grate in both cases being 18 square feet, about the size of an average locomotive grate.

This result corresponds closely with that obtained by me with passenger engine No. 156, which was tried on the Allegheny Mountain grade both before and after the application of the perforated fire-brick deflector, and was found to consume 13¾ per cent. less coal when making barely any smoke, than when smoking freely; the train, speed, weather, engineer, and fireman, etc., being uniform for both trials.

If 12 or 13 per cent. be the extent of the economy to be derived from the prevention of smoke in freight engines, the average amount of saving on this road would not warrant the adoption of any plan to secure that object, the first cost and repairs of which, distributed over a term of years, would exceed $150 per annum.*

On the western division, where coal is cheapest, no plan costing over $90 per annum would be warranted; on the division between Altoona and Harrisburg, no plan costing over $130 per annum; and from Harrisburg to Philadelphia, no plan costing over about $200 per annum. It is evident that this limitation would exclude the use of the water-space deflector on the western division, and probably on the middle. It would, however, permit the use of the fire-brick deflector over the whole road, and I would therefore recommend the alteration of all coal burning freight engines according to this plan, combustion chambers to be provided as the engines come in the shop for renewals of fire boxes. This measure will produce a net saving in the expenditures on account of fuel, of about $10,000 yearly; besides ridding the country along 360 miles of railroad, with the streets of the towns and villages traversed, of the greater part of the nuisance to which they are now subjected in consequence of *smoke*.

An equal, if not greater saving of fuel than any which can be effected by mechanical appliances (at least to freight engines) would, I believe, result from more careful *firing* and *engineering*. It was seen in the comparative trials between Altoona and Mifflin, that the lowest consumption was obtained from an engine (No. 139,) with none of the modern improvements for perfecting combustion. But the engineer and fireman were both daily accustomed to the road (as well as to the engine) and no fuel was wasted from ignorance of grades, etc. While this does not, it is true, account for the whole of the economy there shown, it explains a large proportion of it.

A careless or ignorant fireman, particularly when using the highly inflammable Pittsburg coal, may burn 20 per cent. more fuel in doing the same service than a careful and experienced one, and this wastage would be augmented by bad engineering.

What seems to be wanted is some plan of *rewards* or *premiums* which would give the men a more direct and immediate interest in saving fuel, and which would pay the economical fireman or engineer a larger compensation than the wasteful one. A standard should be fixed, below which the value of all coal saved should be divided between the company and the men, half to each. A similar plan has been long in use on nearly all the French railroads, and on many in England, and will account, to a considerable extent, for the low consumption of fuel per mile in those countries. It has also been adopted in this country on the Philadelphia, Wilmington and Baltimore Railroad, (in respect to wood,) with very beneficial results.

If this system is adopted on the Pennsylvania Railroad, some care will be necessary to fix a proper standard of consumption for each Division of the road, and for the several classes of engines. The coal will also require to be weighed. The value of the present monthly tables used on the road, purporting to show the consumption of fuel bo each engine, is very much impaired by the fact of the coal being measured out in bushels to the engines instead of being weighed. The spirit of competition among the men is repressed, since a sufficient answer to any statement of these tables, favorable or unfavorable, is that the amount of fuel was merely estimated. The correctness of this assumption may be judged from the fact, that a barrow of coal, which I weighed on the platform at Altoona—ready to be delivered to an engine as 80 bushels—was found to contain but 67. Yet the engine would have been charged with 6,400 pounds of coal, when the actual consumption was but 5,360 pounds—a difference of 16 per cent. The expense of scales at the various stations would be insignificant, compared with the advantages to be derived from correctly ascertaining the consumption of fuel. Some plan of weighing the coal in the tender would probably be even preferable—as it would afford the most satisfactory evidence of the actual weight to all the parties interested, besides being more expeditious.

The adaptation of passenger engines to the use of bituminous coal in lieu of wood, after the manner described; the application of the same plan to freight engines (already burning coal) for the purpose of economizing the gases; and the adoption of a proper system of premiums to the firemen and engineers, for economy in the use of fuel, are immediately practicable measures, which will effect a large and yearly increasing reduction in the expenditures for fuel on this road.

* Thus—average annual mileage of freight engine 14,000 miles; average consumption of coal per mile, say 80 pounds; annual consumption, therefore, 560 tons; of which 12½ per cent. saved in smoke would be 70 tons; equivalent, at the average cost of coal (with transportation, etc.,) on this road, (2.20 per net ton,) to about $150.

The Public Lands.

The sales of public lands in the United States, in twenty-seven years, have realized over one hundred and thirty-six millions of dollars, viz:

Number of Acres sold, and Amount realized, 1833 to 1859.

Years.	Acres.	Amount.
1833	3,856,227	$4,972,284
1834	4,658,218	6,099,981
1835	12,564,478	15,999,804
1836	20,074,870	25,167,883
1837	5,601,103	7,007,523
1838	3,414,907	4,305,564
1839	4,976,382	6,464,586
1840	2,236,889	2,789,637
1841	1,164,799	1,463,364
1842	1,129,217	1,417,972
1843	1,605,264	2,016,044
1844	1,754,763	2,207,678
1845	1,843,527	2,470,303
1846	2,263,730	2,904,637
1847	2,521,305	3,296,404
1848	1,887,553	2,621,615
1849	1,329,902	1,756,890
1850*	769,364	998,841
1851†	1,846,847	2,390,947
1852†	1,553,071	1,975,658
1853†	1,983,495	1,804,653
1854†	7,065,735	9,000,211
1855†	15,729,524	11,248,301
1856†	9,227,878	8,750,440
1857†	4,142,744	3,445,199
1858†	3,804,908	2,116,768
1859†	3,961,580	1,756,667
Total, 27	122,038,290	$136,529,782

The following summary exhibits the whole quantities of unoffered surveyed land ready for market September 30th, 1859:

States and Territories.	Acres.	States and Territories.	Acres.
Missouri	222,833	California	14,943,671
Alabama	90,530	Minnesota	12,624,682
Louisiana	875,266	Oregon	4,135,996
Michigan	609,938	Washington	1,655,752
Arkansas	733,278	Kansas	5,019,488
Florida	3,968,798	Nebraska	3,818,573
Iowa	2,239,682	Utah	1,987,580
Wisconsin	2,326,342	New Mexico	1,718,532
Total acres			56,970,941

Statement exhibiting the quantity of land selected for the several States under the Acts of Congress, approved March 2d, 1849, and September 28th, 1850, up to and ending September 30th, 1859:

States.	Total since dates of grants. Acres.	States.	Total since dates of grants. Acres.
Ohio	54,438	Louisiana, act of 1849	10,713,479
Indiana	1,334,732	Do. 1850	512,814
Illinois	3,259 098	Michigan	7,273 724
Missouri	4,313,500	Arkansas	8,652,112
Alabama	2,595	Florida	11,790,687
Mississippi	2,947,387	Wisconsin	3,449,238
Iowa	2,243,296		
			56,634,105

Out of 8,652,112 acres awarded to Arkansas, 82,559 having been shown to be dry and fit for cultivation, the claim of the State has been rejected, and the lands approved under the grant of February 9, 1853.

* From Jan. 1 to June 30.
† For year ending June 30.

Statement, showing the amount received and paid into the Treasury for public lands, during the fiscal year ending June 30, 1859:

States.	1st half.	2d half.	Total for fiscal year.
Ohio	$100	$310	$410
Indiana	....	551	551
Illinois	500	7,460	7,960
Missouri	239,250	144,275	383,526
Alabama	34,799	54,866	89,566
Mississippi	43,043	102,291	145,334
Louisiana	142,959	141,200	284,159
Michigan	11,793	12,067	23,861
Arkansas	161,820	245,073	406,894
Florida	16,367	17,222	33,859
Iowa	59,428	26,288	85,716
Wisconsin	21.918	26,319	48,237
California	7,915	119,750	127,666
Minnesota	18,961	6,108	25,070
Oregon Territory.	7,615	6,135	13,810
Washington Terr..	....	1.000	1,000
Kansas Territory.	37,481	18.753	56,235
Nebraska do. .	19,324	3,649	22,974
New Mexico	....	....	....
Tot. grant, '58 9.	$823,342	$933,324	$1,756,667

—Courier and Enquirer.

Railways in India.

We copy from *Herapath's Railway Journal* the following summary of a very interesting paper on Indian railways, with a description of the Great Indian Peninsula Railway, by Jas. J. Berkley, C. E., which was read at the Institution of Civil Engineers, London, on the 8th of May:

The reason why the commerce of India has continued so incommensurate with the resources of the country, might be chiefly assigned to the want of proper communications. Indian railways would not, as in England, be the substitution of a perfect system of conveyance for other convenient means; but in many districts they would be the first introduction of any communication whatever, adapted for the requirements of the country. It was not, however, on these grounds that they merited attention; but rather in the remoteness of the country, the peculiarity of its soil, climate, and laboring classes, and in the novelty of its physical characters, and of the materials it produced.

Since the year 1849, when the Government took the first decided step towards the establishment of a system of railways in India, the formation of 4,821 miles had been sanctioned; 636 miles had been opened for traffic; 765 miles were expected to be opened in the current year, and 864 miles in 1861. The estimated capital was nearly fifty-two millions and a half; of which sum the expenditure of upwards of thirty-four millions had been sanctioned, and more than twenty-seven millions had been subscribed.

The arrangements under which Indian railways were being carried out, consisted of a Government guarantee as the means of raising the requisite capital; the agency of incorporated companies to design, execute, and manage them; and Government supervision to define the projects and control the proceedings and expenditure. The terms of the contract between the Government and the companies were then briefly stated; and it was remarked that, as far as they had been brought into operation, they might be pronounced to have been successful, although attended with some disadvantages, which were pointed out, the principal one being delay, owing to the necessity for reference to many widely scattered tribunals.

Certain standard dimensions had been adopted for all the lines and the rolling stock, including a uniform gauge of 5 feet 6 inches, and a minimum clear width between the tracks of 6 feet.

The principal lines of the Great Indian Peninsula Railway, which it was the more immediate object of the paper to describe, were proposed to extend from the port and City of Bombay to join the East Indian line at Jubbulpore on the north-east, with a long branch to Nagpore, and to meet the Madras line at or about the river Kristna on the south-east.

The advantages of the situation of Bombay, in the centre of the western coast of the Peninsula of India, of its safe and capacious harbor, as well as its recent preponderance of trade, distinguished it as the commercial capital. The produce of the Customs had more than doubled in five years; and its commerce in merchandise and treasure, in 1858-9, exceeded thirty-four millions sterling, being nine millions more than the whole foreign commerce of India in 1848. Bombay stood in urgent need of new docks—enlarged Custom House premises—extended wharfage and quay accommodation, with covered sheds—large warehouses—and an improved system of landing cargo.

The first section undertaken was from Bombay to Callian, a distance of 33 miles, with a branch to Mahim, 1½ miles. It was called the experimental line—was commenced in February, 1851—and the portion from Bombay to Tannah, being a length of 20 miles, was opened for public traffic on the 16th April, 1853. The principal works upon it were the embankments over the Sion marsh, the two viaducts connecting the island of Salsette with the Concan, in one of which there was a navigation opening, 84 feet wide, spanned by wrought iron plate girders, and two short tunnels. The permanent way chiefly laid with transverse wooden sleepers, but 6 miles were on the iron pot sleepers; the rails were 84 lbs. to the lineal yard, of the double T form, as far as Tannah, but beyond they were only from 65 lbs. to 68 lbs. a yard, except on the two Ghaut inclines.

From Callian diverged the South-eastern extension to Poonah and Sholapore, and by the proposed extension to the river Kristna and the Madras Railway to Madras—and the North-eastern extension to Nussick and Jubbulpore, to join the East Indian Railway from Calcutta, by which also a communication would be effected to the North-west provinces of India.

The first section of the South-eastern extension from Callian to Campoolee, a distance of 37¾ miles, contained no work of a special character, but was remarkable for the extraordinary floods and rapid torrents to which it was exposed on both sides. It had been made for a double line, but only one road had been laid. The average cost, exclusive of rolling stock, was only £4,500 per mile.

The Bhore Ghaut Incline, which was expected to be finished about three years hence, was 15 miles 68 chains in length, with a total rise of 1,831 feet. The steepest gradients were 1 in 37 and 1 in 40; short lengths of level and of 1 in 330 being introduced, to facilitate the working of the engine in the ascent. It comprised twenty-five tunnels, eight viaducts, a large quantity of retaining walls, upwards of one million and a quarter cubic yards of cutting, chiefly rock, and nearly two millions cubic yards of embankments. The estimated cost of the incline was £750,000. It was divided into two banks by what was called a reversing station at the eleventh mile. This sub-division was adopted to increase the length of the base, in order to flatten the gradient and reach a higher level, where the main features of the Ghaut margin, near Khundalla, were encountered. Without this expedient, the practicability of changing the direction of the line would have been confined to the effect of curves of small radius; but with the device of the reversing station, the direction was altered at a very acute angle, by means of points and crossings. The peculiar difficulties upon this incline were the unfavorable nature of the hot and rainy seasons; fatal epidemics which dismayed and dispersed the people employed upon it; the lofty and precipitous character of the ground impeding the haulage of materials and harrassing every one engaged in the operations; the extensive and sudden slips upon the mountain sides; the extreme hardness and solidity of the rocks; the scarcity of water and the want of necessaries and comforts for the men.

The next section of the South-eastern extension, from Lanowlee, the summit of the Bhore Ghaut Incline, to Poonah and Sholapore, was 205½ miles in length, of which 185 miles were already completed, with a ruling gradient of 1 in 132. The cuttings were in trap rock, moorum, and soil; and the embankments were composed, chiefly, of soil and moorum. There were 22 viaducts, 359 bridges, and 454 culverts, all built of substantial masonry. One peculiarity of this district was the violence and suddenness of the floods, which descended without an hour's notice, and gathered into torrents upon spots of which there was no trace or warning upon the surface of the country.

Beyond Sholapore, to effect the junction with the Madras line, the works had not been commenced.

Returning to Callian, the first section of the North-eastern extension, reaching to Kusarah, a distance of 26 miles, gradually climbed by steep gradients, of which a great portion was 1 in 100, up the flank of a long mountain spur, that projected from the Ghaut range. It contained upwards of half a million yards of cutting, chiefly trap and basaltic rock, and more than one million and a quarter cubic yards of embankment. There were four viaducts, 44 bridges, and 117 culverts. By means of this section 849 feet of the ascent were surmounted.

The altitude remaining to be overcome by the Thul Ghaut Incline, which was 9½ miles long, was thus reduced to 972 feet. At 3¾ miles there was a reversing station, similar to that upon the Bhore Ghaut Incline. The steepest gradient was 1 in 37. There were eight tunnels, six viaducts, 11 bridges, and 34 culverts. The cost of the incline would amount, it was believed, to about £450 000.

The next section of the North-eastern extension ran from the summit of the Thul Ghaut Incline, at Egutpoora, by Nassick, across the fertile valley of the Godavery, and the Indyhadree range, along Khandeish to Bhosawul, the point junction with he Oomrawuttee and Nagpore branch. The principal works upon it were the viaducts over the rivers Godavery, Kadoo, Munnair, and Wangoor. The two former were composed of masonry arches, and in the latter the openings were spanned with triangular iron girder.

On the last section from Bhosawul to Jubbulpore, a distance of 328 miles, the operations were only in a preliminary state. The viaducts over the rivers Taptee and Nerbudda would be important works, having flood streams of 70 feet and 90 feet deep respectively.

On the Oomwaruttee and Nagpore branch which was about 263 miles in length, the operations were only just commencing. The largest works would be the viaducts over the rivers Nalgunge and Wurdah.

It was mentioned that there was no tunnel on any of these lines beyond the Ghauts, comprising a length of 782 miles.

The general style of design for these trunk lines was derived from the model of the late Robert Stephenson's English railways. The character of the works was plain, substantial and durable; such as would provide for the regular and expeditious conveyance of a heavy and increasing traffic in goods, and the accommodation of numerous passengers, at a moderate working cost, and at a reasonable expenditure in maintenance.

The geological nature of the country was volcanic. As effecting engineering operations the destructible nature of the slopes of cuttings and embankments made of the black soil, the facility of excavating moorum, its firmness for slopes and embankments and frequently suitability for ballast; the advantage of having rock foundations for the crossings of rivers and streams, and also of being able to make tunnels without either lining or laces, and the fine quality of the stone for building purposes and facilities for quarrying it, were worthy of special notice. On the other hand, the black basalt was so extremely hard, as to render progress both tardy and expensive, and the mountains were in many cases so precipitous, as to prevent the sinking of shafts, thus limiting the mining of tunnels to two faces only. The existence of large quantities of kunkur, a variety of fresh water limestone, and the want of good brick earth, were also mentioned.

The physical geography of the districts of Western India traversed by the Great Indian Peninsula lines might be briefly described as the plain of the Concan, elevated very little above the level of the sea. Then the abrupt scarp of the Syhadree mountains, the least altitude of which above the sea was about 2,200 feet, and beyond them the plain of the Deccan, on the South-eastern extension, gradually sloping down towards the Eastern Coast of India; while upon the North-eastern extension the country presented the bold features of the rivers Taptee and Nerbudda, with three parallel chains of mountains called the Indvhadree, the Santpoora and the Vyndhya ranges. The altitudes of various known spots along the railway were then given, including, among others, the following:

	Feet above high water mark at Bombay.
Level of ground at Bombay terminus	11
Foot of Bhore Ghaut Incline	196
Top do. do.	2,027
Foot of Thul Ghaut Incline	940
Top do. do.	1,912

The extraordinary quantity of rain which fell during the monsoon, from June to September, was then alluded to, and it was stated, that the heights of known floods where the railway crossed some of the principal rivers varied from 25 feet at the Waldhur, to about 70 feet at the Taptee, and 90 feet at the Nerbudda.

The materials procurable in India for railway purposes were then succinctly noticed. In reference to the manufacture of Indian iron and the supply of coal, it was remarked that active and successful operations depended more upon the completion of railway communications, than the railways did upon a local supply of those materials. The properties of a few of the various kinds of woods which had been extensively used were then stated. Those which had been successively converted into sleepers were, teak, blackwood, khair, errool, and red eyne. The cost of a sleeper varied from four shillings to seven shillings and seven pence, the average price being about six shillings. Tolerably good bricks had been occasionally procured and used in arches, but in such cases a proportion of only 20 per cent. had been selected from the best native kilns. The price ranged from ten shillings to twenty-four shillings a thousand. Gunpowder cost when made upon the spot, about thirty-four pounds per ton.

Native labor by which these works had been executed was cheap, but very inferior to that of England. Nearly one hundred thousand men had been employed upon the Great Indian Peninsula Railway lines at one time, and as many as 20,000 on the Bhore Ghaut Incline alone. The wages of the several classes per day were now: native maistries, or foremen of masonry, brickwork or carpentry, 2s. 6d.; masons, 1s. 9d.; bricklayers, 1s. 3d.; carpenters, 1s. 6d.; smiths, 2s.; miners, (a very large class,) 9d.; excavators, 7½d.; and laborers, 6d. The following table was given of the relative cost of each kind of labor in England and in the Bombay Presidency; it being understood to refer to simple labor only, and not to the cost of finished work:

Class of labor.	Proportion of work done by each. Engl'd.	Bombay.	Relative cost of labor in each country. Engl'd.	Bombay.
Masons	2½	1	1⅛	1
Bricklayers	4	1	1	1
Carpenters	3	1	1⅛	1
Miners	3	1	2¼	1
Excavators	3	1	1½	1
Laborers	3½	1	1⅝	1

The whole of the Great Indian Peninsula Railway had been executed by contract, and this, it was believed, had led to remarkable economy in the construction of the various lines. The average cost of the opened portions had been about £8,000 per mile. The introduction of the contract system into India, on a large scale, was an important effect of railway enterprise, and it was thought that its advantages could not be long confined to railway construction.

The prices of the principal kinds of work, including all the usual contract stipulations, had ranged as follows:

	Cubic yard.
Earthwork in embankments, under ¼ mile lead from	6d. to 7½d.
Cutting in earth or moorum, do.	7½d. to 9d.
do. rock	13d. to 30d.
Tunnel	£21 10s. to £33
Brickwood in arches	15s. to 30s.
Coursed rubble masonry in arches.	27s. to 36s.
Ashlar	1s. 7½d. to 3s. cub. ft.
Block in course	16s. to 35s. cubic yard.
Coursed rubble	14s. to 24s. do.
Rubble	9s. to 14s. do.
Woodwork, teak	4s. to 6s. cubic foot.
Ballast	13½d. to 16½d. cub. yd.
Laying permanent road	2s. to 2s. 10½d. lin. yd.
Post and rail fence	18d. to 24d. do.
Dry rubble wall	2s. 6d. to 4s. do.

This did not include the Ghaut Inclines, which were exceptional.

Railway enterprises had already produced important effects in Western India. It had earned, at a remarkably low tariff, more than the guaranteed dividend. The working expenses had been low, notwithstanding the dearness of imported fuel and European superintendence. It had afforded the advantages of the best mode of conveyance to immense numbers of the poorest and lowest orders of the people. It had generated for itself new sources of traffic. It had achieved its success in competition with water carriage, and when it was only in a fragmental state. Although constructed in what was erroneously called an expensive style, the traffic had already demanded the partial laying of a second line of rails. It had raised the wages, and increased the effectiveness of native labor, and profitably employed thousands of the carriers of the country. It had opened quarries and brickfields, had impelled trade into unwonted activity, and drawn largely upon the resources of the country. It had lessened the expenditure of the State, by its cheap conveyance of mails and troops, and had augmented its income, by large payments of tolls and duties.

Product of the Precious Metals.

The annexed interesting statistics of the precious metals we have received from Mr. D. M. Balfour, of Boston:

The following statement will exhibit the product of the precious metals throughout the world, in 1859:

Countries.	Gold.	Silver.	Total.
America.	$93,434,355	$40,000,000	$133,434,355
Europe..	24,000,000	7,000,000	31,000,000
Asia	13,000,000	4,000,000	17,000,000
Africa	3,000,000	1,000,000	4,000,000
Australia.	76,000,000	1,000,000	77,000,000
Oth. countries ..	1,000,000	1,000,000	2,000,000
G'd tot.	$210,434,355	$54,000,000	$264,434,355

The following statement will exhibit the annual product of the precious metals at other periods:

A. D.	Gold.	Silver.	Total.
14	$800,000	$4,000,000	$5,000,000
500	200,000	2,800,000	3,000,000
1000	120,000	880,000	1,000,000
1492	100,000	150,000	250,000
1600	2,000,000	9,000,000	11.000,000
1700	5,000,000	18,000,000	23,000,000
1800	15,183,924	37,158,336	52,342,260
1843	34,202,290	38,776,453	72,978,743
1850	88,241,168	47,165,439	135,406,707
1853	236,183,875	48,613,056	284,796,931

The following statement will exhibit the quantity of the precious metals estimated to be in existence at different periods:

A.D.	Gold.	Silver.	Total.
14..	$900,000,000	$427,000,000	$1,327,000,000
500..	400,000,000	100,000,000	500,000,000
1000..	200,000,000	65,000,000	265.00 ,000
1492..	135 000,000	57,000 000	192,000.000
1600..	629,000,000	200,000,000	829 000.000
1700..	2,215,000 000	400.000,000	2 615,000,000
1800..	4,294,800,000	1,260,000,000	5,554,000,000
1843..	5.571,000,000	2,196,000,000	7,767,000,000
1850..	5,805,000,000	2,449,000,000	8,254,000,000
1853..	5.917,000,000	3,172,000,000	9,089,000,000
1859..	6,152,000,000	5,436,000,000	10.588,000,000

The following statement will exhibit the quantity of the precious metals estimated to have been obtained from the surface and bowels of the earth, from the commencement of the Christian Era to the close of 1859:

	Gold.	Silver.
A. D. to 1492.	$3,841.945,891	$521.424,109
1492 to 1842.	2,839,000,000	5,913,000,000
1843 to 1852.	642,000,000	394,000,000
1853 to 1859.	1,486,000,000	361,000,000
Grand total.	$8,808,945,891	$7,189,424,109

	Total.
A. D. to 1492	$4,363,370,000
1492 to 1842	8,752,000,000
1843 to 1852	1,036,000,000
1853 to 1859	1,847,000,000
Grand total	$15,998,730,000

Journal of Railroad Law.

THE FENCING OF RAILROADS A POLICE REGULATION TO ENSURE PROTECTION AND SAFETY TO PASSENGERS, AND NOT TO PROTECT THE OWNERS OF ANIMALS.

An interesting case has recently been decided in the Supreme Court of the State of Indiana, in which the intention of the State Legislature in reference to the act providing for the fencing of railroads, was thoroughly considered. It appears that the constitutionality of the act was called in question upon the ground that it was passed subsequently to the incorporation of the railroad, and effected vested rights, and impaired the obligations of a contract.

The action to which we refer was commenced before a Justice of the Peace by one Fulton, and was brought against the New Albany and Salem Railroad Company, to recover the value of a mare, alledged to have been killed by the locomotive of the company. The plaintiff recovered $100 before the Justice, and upon appeal to the Circuit Court recovered the same amount. There was no allegation, in the pleadings, of negligence; and the recovery was sought under the act of March 1, 1853, by which companies were required to fence their roads, or hold themselves liable for animals injured for want of such fences.

The main point argued in the case, upon the appeal to the Supreme Court, was as to whether the act referred to was constitutional, and that part of the opinion affirming the judgment of the Circuit, and referring to this point, was as follows:

HANNA, J.—In the argument, this question is treated as one affecting the rights of the parties to this suit alone. This is too circumscribed a view of the intention of the law making power, in the enactment of the statutes regulating the fencing of railroads, and in reference to animals running at large. It is clear from the context of the latter statute, that the Legislature, by its enactment, was looking more to agricultural interests than to the protection of railroad property. The former

statute is, in our opinion, in the nature of a police regulation. By its terms, railroad companies are required to fence their roads, or hold themselves liable, to a certain extent, for animals injured for the want of such fences. The Legislature certainly possessed the power to incorporate such a provision in a charter, or in a general law authorizing the formation of companies. Such power has been heretofore exercised and sustained in New York. Here, our Legislature did not incorporate the regulation in the charter of the appellants, but after the construction of the road attempted to prescribe it. It is insisted that by the act, additional and heavy burdens are attempted to be fastened upon the company; that it is in reality an alteration of the charter, when it was provided in the original charter that no alteration should be made; in a word, that the act is unconstitutional, because it interferes with vested rights and impairs the obligations of a contract. It is assumed that the act of the Legislature granting to the appellants certain franchises, and the acceptance of the act and exercise of the franchises by the company, are a contract.

We shall not stop to enquire into the rights, or rather to limit our enquiry into the rights and remedies which exist, as between the company and the owner of an animal that might chance to be injured on the road, or the power of the Legislature to prescribe rules in reference thereto, if his rights were alone involved. The stockholders of a railroad company have large amounts vested in the enterprise, and those who avail themselves of that mode of transporting property from point to point, might likewise risk large amounts in value aboard the cars of such company.

Whilst the business of the company should be confined to the transportation of property alone, the power of the Legislature to impose new and additional burdens regulating such manner of transportation, may be, in our opinion, in some instances questioned, where no serious question could arise, as to the exercise of that power, if the company should undertake to transport passengers. This arises out of the fact that, the preservation of the life and limb of the citizen, is, by the law, regarded of more consequence than the protection of his property. When power is granted to organizations to prepare ways for carrying passengers from point to point, with great celerity, but by the application of a propelling agent of known danger and almost irresistible force, it would appear but reasonable that a right should be lodged somewhere to maintain over such organizations a supervisory control, by which they might be compelled, under penalties, to adopt approved means, when discovered, of lessening the great danger arising from the use of such agent and mode of conveyance.

Such would be a police regulation—a regulation for the protection of the public. It is but the application of the principle that, he who possesses a right shall exercise it in a manner the least detrimental, injurious, or dangerous to his neighbor. The penalty under the regulation, in the case at the bar, is the payment to the owner of the value of the animal killed. It is in this respect, better calculated to accomplish the desired end, than a fine paid to the public might be. To the company it is the same, whether the individual or the public should receive that amount, but to others it is different. The reception by the owner of the value of his property, is intended to prevent heart-burnings and disputes, and to check the outbursts of angry passions, in a form that might be disastrous to human life, by the perpetration of malicious mischief to the work itself.

By the first and second sections of the act of Congress of 1847, the number of passengers to be taken on board certain vessels to be carried to and from the *United States*, is fixed in proportion to the space occupied. As a penalty for a violation of the law, the master of the vessel is subject to a fine of 50 dollars, for each passenger over; and if the excess is more than twenty, the vessel to be forfeited to the *United States*.

In the case of *The United States vs. The Brig Neurea*, it is said that "the object of the act in question is the protection of the health and lives of passengers from becoming a prey to the avarice of ship owners." There is no intimation that the act is invalid, but to the reverse, the information was sustained. If we are correct, the object of this statute is, among other things, to prevent the lives of passengers from becoming a prey to the avarice of railroad owners.

By the act of Congress of July 7, 1838, entitled "An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam," it is declared that, "It shall be the duty of the master and owner of every steamboat, running between sunset and sunrise, to carry one or more signal lights, that may be seen by other boats navigating the same waters, under the penalty of 200 dollars." This act has been held, in all its provisions, obligatory upon the owners and masters of steamers navigating the waters of the United States. Thus it is seen that the right of the individual citizen to engage in the business of carrying passengers to or from ports of the *United States*, and upon the waters of the *United States*, in boats propelled by steam, is restrained and regulated by statutes. Suppose in the first case cited, owners had vested large sums in the construction of vessels, destined to the business of carrying passengers, before the passage of the statutes, and that thereby the number that might otherwise have been conveyed, and the profits that might have accrued, were reduced one-third. Would not each enactment have been as much an enfringment of individual rights—as much an interference with legitimate business—as could arise under the enactment now in question. In point of fact it would be, and the only reason we conceive, that can be even plausibly urged, to strike down the one enactment while the other is sustained, would be upon the ground that the legislature, by the enactment authorizing the construction of the road, divested itself and all future bodies of like character, of the power to make regulations to insure the safety of passengers upon such road.

One of the "unalienable rights" of man is the "pursuit of happiness," included in which, as generally understood, is the right to acquire, and quietly enjoy property. Yet by these acts of Congress, this unalienable right to acquire property is to a certain extent infringed; the right of the individual is treated as secondary and subordinate to the general welfare. If the legislative body possesses the power to regulate the enjoyment, by the citizen, of an inalienable right, we cannot well conceive how such a body could grant to a few of the citizens of that state, when organized into a body politic, rights of higher dignity, or more sacred character, than those generally recognized as unalienable.

Viewing in this light the questions involved in the case at bar, we are, we repeat, clearly of opinion that the statute should be considered as a police regulation, and, as such, is valid and binding upon all railroads, whether constructed under charters granted before or after its publication.

A Railroad Commissioner, subscribing for Stock, and certifying to the Governor, that the Subscriptions have been made in good faith, is estopped from setting up, as a Defence, that the Subscription was made on Conditions not fulfilled.

To enjoy the fruits of responsibility, and yet escape from its liability, may be very desirable; and a condition of things likely to produce this result is, certainly, much sought after by men of financiering ability. But such efforts will not bear the scrutiny of the law, much less the application of those universal principles of equity, which laborious jurists dig from the inexhaustible mines of Truth and Justice.

The case we have before us is an action decided in the Supreme Court of Pennsylvania, and was brought by the Pittsburg and Steubenville Railroad Company against Thomas Bavington, to recover nine unpaid instalments of $10 each, on twenty shares of the stock of the company, subscribed for by the defendant, with the statutary interest of one per cent. a month, from the time of the respective calls.

The defendant was one of the commissioners appointed by the act of incorporation, to receive subscriptions to the stock of the company. He himself subscribed for twenty shares, of $50 each; attached to which was a condition "that no subscription should become due and valid, until the sum of $200,000 should be *bona fide* subscribed in the books of the company:" and "provided the road comes within half a mile of Florence." The defendants subsequently united with the other commissioners, in certifying to the Governor, that above ten per cent. on the capital stock of the company had been subscribed; that he had subscribed for twenty shares himself; and that the subscriptions certified were in all respects made in good faith, and agreeably to the provisions and requirements of the acts of Assembly and the laws of the Commonwealth; and that five dollars per share had been paid in on the several subscriptions. On this certificate, letters patent were issued to the subscribers. The road was located more than three miles from Florence. Still later, the defendant with others signed a paper, giving notice of an election for officers of the company, for its organization under the charter.

A verdict and judgment having been rendered for the plaintiffs, for $1,436 74, the defendant removed the cause to the Supreme Court, and assigned, among a number of other points, for error, the charge by the court below; which was to the effect, that the defendant was estopped by his acts as commissioner, from alleging that his subscription was conditional.

The Supreme Court affirmed the decision of the lower court; and that part of the opinion, bearing upon the question as to whether the defendant

was estopped by his acts as commissioner, from alleging that his subscription was conditional, is as follows:

STRONG, J.—The main question in this case is whether the defendant is liable to pay the amount of his subscription, without regard to the conditions attached to it. The question involves an inquiry into the nature and force of the subscription itself, and into the effects of the defendant's subsequent acts.

It may be premised that by the provisions of the act of Assembly of February 19th, 1849, entitled "An act regulating railroad companies," under which this company was incorporated; subscription in the books of the commissioners entitles to membership. The second section of the act requires that the names of all subscribers, with the number of shares subscribed by each, shall be certified to the Governor, who shall, by letters patent, under his hand and the seal of the Commonwealth, create and constitute the subscribers into a body politic and corporate. Nor does the act contemplate any such thing as conditional membership, and of course, no such thing as conditional subscription. No discretion is vested in the commissioners. They have no right, under the law, to receive any other than absolute and unconditional subscriptions, and it is their duty to certify all that they receive. The State refuses to grant the franchise, until, at least, one tenth of the authorized capital has been subscribed, and relies upon the certificate of the commissioners, as the evidence that it has been. The object designed to be attained, by the requisition, that so much shall be subscribed, and $5 on each share paid, before the letters patent may issue, would be entirely defeated, if conditional subscriptions could be received. The commissioners are not required to notice conditions in their certificate and if they do, the Governor may not refuse the letters, if it be admitted that a conditional subscription is valid. The consequence is that a charter might be obtained, and its large privileges and powers granted, and yet every subscription be clogged with such conditions as to render it impossible to collect one-tenth of the capital, or even one dollar of it, beyond the amount of five dollars per share, paid at the time of subscription. Indeed, the conditional members or subscribers might, by their own vote, prevent the performance of the conditions and the enforcement of the subscriptions. Thus the projected improvement would be nipped in the bud, and the consideration which induced the Commonwealth to grant the charter wholly fails.

And if such a subscription is a fraud upon the Commonwealth, it is equally so upon the unconditional subscribers. It may have been the immediate motive to induce them to embark in the enterprise. At all events, it becomes the means of compelling them to pay the sums subscribed, when payment is unavailing to insure the construction of the road, and when therefore their whole investment must be lost; for without the conditional subscription the charter might not have been obtained, and consequently no subscription would have been collectable. But if the commissioners are public agents clothed only with limited powers, and if they are not empowered to receive any other than unqualified subscriptions, and if conditions operate as a fraud upon the Commonwealth, and upon co-subscribers, how can they be set up as a defence against an action to recover the amount subscribed? May a party avail himself of his own fraud either legal, or actual? And can he be a member of the corporation entitled to share its government and direct its policy, without contributing its means, or assuming any liability which can ever be enforced?

However this may be, it is clear, that the defendant is not in a condition to avail himself of any conditions attached to his subscription. His certificate to the Governor, followed by the issue of letters patent thereon, estops him from asserting that his subscription was not absolute. It is necessarily a waiver, a withdrawal of every condition. The certificate is false, if the subscriptions "were in all respects made and taken in good faith, and agreeably to the provisions and requirements of the afore-mentioned acts of Assembly, and laws of the Commonwealth." How can this be, unless the act of Assembly authorizes qualified subscriptions, and contemplates its grant of corporate powers on the faith of them, or unless the subscriptions were indefeasible? And when the certificate has induced the grant of the charter, and has closed a contract upon every co-subscriber, shall the defendant be permitted to say that his engagement was not what he solemnly represented it to be? Authorities in numbers are at hand, to show that he may not—but the question answers itself. It needs neither authority nor discussion, and it is a matter of law. It is a legal judgment upon the effect of a written paper signed and sealed by the defendant.

Cincinnati, Wilmington and Zanesville Railroad.

At the annual meeting of the Directors of this corporation, the Receiver of the road, WM. KEY, BOND, Esq., presented a manuscript copy of a portion of the statistics for the fiscal year ending April 30th, from which, and from the printed reports of preceding year, we gather the following comparative information, viz:—

EARNINGS.

From passenger trains—		
Through business		$2,669 94
Local		59,554 27
State Fair		6,893 90
Mail and Express		14,795 42
		$83,823 53
From Freight Trains—		
Through business	$5,876 70	
Local "	75,782 45	
Coal "	15,683 89	
		97,343 04
Total for year past		$181,166 57
Or per month of		$15,097 21

The earnings for the preceding year was $190,745 66, or per month $15,895 47.

EXPENSES.

Ordinary—	
Trains	$17,200 99
Machine shop	34,733 77
Roadway	38,820 42
Water	2,823 94
Fuel—5,478 cords	14,884 70
Buildings	2,173 36
Pass Department	5,607 72
Freight do.	11,139 97
Telegraph	245 28
Loss and damage, etc.	992 90
General expenses	7,096 97
Miscellaneous	6,797 27
Making the sum of	$142,841 63

—as the total ordinary expenses of the year. The corresponding expenditures for the preceding year being $139,841 63.

Extraordinary—	
State Fair Branch	$432 92
Rebuilding bridges	8,099 10
Injury from freshets	2,226 40
Side track	9 00
Wooden structures	1,152 02
Stone do.	133 31
Removing slips	1,097 85
Replacing trains	181 92
Sundries	108 71
Making the sum of	$14,341 23

expended in extraordinary repairs, against $32,148 39 expended the preceding year.

Capital expense—	
Depots and shop	$1,749 71
Ballast	3,989 73
Repairs const. engine	1,579 16
" gravel cars	284 12
Equipment	303 12
Oil, etc.	271 76
Real estate	261 77
Water station	567 41
Fencing	91 03
Or the sum of	$8,096 81

against $10,777 29, expended during the previous year.

The mileage for engines during the year was 204,901 against 206,555 for the preceding.—*Cincinnati Commercial.*

South Austria, Lombardo-Venetian, and Italian Central Railroad.

The general meeting of this company was held on Monday, April 30, at Vienna.

The report stated that the undertaking consisted of six groups of lines. The first was the line to Trieste and branches, of which 614 kil. were in operation, and 337 kil. in course of construction, total 951 kil.; the second group consisted of the line to Hungary 575 kil., all of which was in course of construction; the third group consisted of the line to the Tyrol, of which 220 kil. were in operation, and 140 kil. in course of construction, total 360 kil.; the fourth group consisted of the line to Venetia, of which 268 kil. were in operation, and 164 kil. in course of construction, total 432 kil.; the fifth group comprised the line to Lombardy of which 224 kil. were in operation and 234 kil. in course of construction, total 458 kil.; the sixth group consisted of the lines in Central Italy, of which 147 kil. were in operation, 135 kil. in course of construction, total 282 kil. The total length of line in operation on 21st Dec. last was 1,473 kil. (920 miles), and in course of construction 1,585 kil. (991 miles), total 3,058 kil. (1,612 miles. During the year the expenses on the Trieste line amounted to 5,608,311f. (£224,334) which was principally for the renewal of a part of the way. The lines to Hungary were estimated to cost 81 millions (£3,240,000) of which 44,987,987f. (£1,797,960) had been expended up to the 31st December last. The expenditure on the lines to the Tyro amounted to 2,930,114f. (£117,204) during 1859. The expenditure in 1859 on the line to Venetia amounted to 13,686,020f. (£547,440) and previously to 14,880,883f., total 28,566,903f. (£1,142,676). The expenditure on the lines of Lombardy amounted to 5,339,548f. (£213,582) during 1859, and from the commencement to 31st Dec. last to 31,869,855f. (£1,274,794). The expenditure on the Italian Central amounted to 9,652,395f. (£386,096) for the year 1859, and from the commencement to 31st December last to 35,366,269f. £1,462,650. The working stock consisted of 603 locomotives, 1,156 carriages, and 7,385 wagons, and the expenditure amounted to 43,228,624f. (£1,729,145). The total expenditure, including the above 89,041,903f. (£1,561,676) for the Lombardo line, and 45,355,975f. (£1,814,239) for the Trieste line, amounted to 312,548,942f. (£12,502,358). The call of 250f. (£10) per share on 750,000 shares produced 187,500,000f. (£7,500,000) and on obligations to 120,251,924f. total 807,751,925f.

(£12,310,077), showing an excess of expenditure over receipts of 4,806,567f. (£162,263). The gross traffic receipts for the year 1859 amounted to 43,-654,703f., on the Trieste line and branches to 7,-848,999f., on the Venetian line to 2,225,537f., on the lines to the Tyrol; and 5,744,381., on the Lombardo line, total 59,472,820f. (£2,378,913). The receipts on the line to Trieste showed an increase of 16,828,120f. (£673,225), which was principally derived from the war. The working expenses on the Trieste line amounted to 23,304,-430f., on the Tyrol line to 1,379,617f., and on the Lombardo-Venetian to 6,127,494f., total 30,811,-541f. (£1,232,462), leaving a balance of £1,146,451. The gross receipts per kilometre on the Trieste line amounted to 71,098f.,on the Tyrol line to 12.434f., and on the Lombardo-Venetian to 37,624f., average 46,572f. on the 1,227 kil.; the expenses amounted to 37,955f.; 7,707f.; 12,458f. average 24,122f. per kilometre respectively.

The net produce of the working was 28,661,278f. (£1,146,451). The working of the Trieste and North Tyrol lines for November and December, 1858 had produced, 1,224,344f. and the produce of the funds invested during the year amounted to 1,883,901f., making together a disposable sum of 31,766,523f. (£1,270,781). From this was deducted 669,890f. for proportion of interest on obligations, and 792,486f. for general charges, leaving 30,308,147f. The report showed that if 5 per cent. amounting to 8,125,000f. was deducted for interest on 750,000 shares calculated on the amount paid and on the first and second calls, and for four months on the third call for 50f. would amount to 10f. 83c. per share, leaving 22,182,146 net for dividend, out of which could be deducted 2,218,-215f. for contributions and reserve in conformity with two articles of the statutes, leaving a disposable sum of 19,963,932f. or 26.62f. per share, which, added to the 10.83f. for interest to bearer, would amount to a total dividend for the year 1859 of 37.45f. per share. But it was thought advisable not to divide more than 30f. per share, which would represent about 14 per cent. on the capital called up. Deducting the 10.83f. per share for interest there would remain 19.17f. per share which would absorb 14,377,500f. (£575,100) and leave 5,586,-432f. (£223,457). The interest distributed on the shares was 7.50f. leaving the remainder for dividend, namely 22.50f. per share, payable 1st May. Modifications in the statutes with respect to some of the lines would be requisite in consequence of the political events of last year. It was also proposed to pay on the 1st of November of each year 5 per cent. as interest, and on the first of the following May the dividend remaining out of the net profits.

Resolutions were passed adopting the report and statements of accounts, and declaring a dividend of 12 florins or 30f. per share for the year 1859; approving the agreement between the State on the one part, and the North and South Austrian Companies on the other part, for working the Central Vienna line for the year 1860 at 40 per cent. of the receipts; giving the Directors the necessary powers to carry out the same; and for proposing and accepting the modifications in the statutes required by political events, and also with respect to the deviation or abandonment of certain lines so as to promote the interests of the Company.—*Herapath.*

Lackawanna and Bloomsburg Railroad.

The extension of the Lackawanna and Bloomsburg Railroad from Danville, Montour County, to Northumberland, Pa., has been completed, and the trains commenced running on the 24th last. The road runs from Northumberland to Scranton, 79 miles—at the former point connecting with the Sunbury and Erie road, and at the latter with the Delaware, Lackawanna and Western, while at Rupert Station, 21 miles above Northumberland, the Catawissa road connects with it, forming a direct route to Philadelphia via the Reading Railroad, and to New York via the Quakake, Lehigh Valley and New Jersey Central roads.

Cincinnati Stock Sales.

BY KIRK & CHERVER.

For the week ending June 5, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	86	and int.
Covington and Lexington, 1st Mortgage	6s	72	"
" " " 2d "	7s	72	"
" " " Income, pref.	10s	12½	
Ohio & Miss., E D., Construction	7s	15	
Cinc., Ham. and Dayton, 2d Mortgage	7s	85½	and int.
" " " 1st "	7s	94	"
Indianap. & Cincinnati, 2d do.	7s	73	
Do. do. Dividend			
Columbus and Xenia, Dividend			
STOCKS.			
Cincinnati, Hamilton & Dayton		Ex Div. 71	
Columbus and Xenia		82	
Indianapolis & Cincinnati		41	
Little Miami		82½	
Ohio and Mississippi		1	

Railroad Earnings.

The following is a statement of the earnings of the St. Louis, Alton and Chicago Railroad for May, 1860:

Passengers	$36 903 27
Freight	44,658 23
Mails, etc.	4,120 83
Total	$85,682 33
Total increase over May, 1859	31,847 33

The earnings of the Toledo and Wabash Railroad in May, 1860, were:

Passengers	$20,075 15
Freight	44,430 40
Mails and express	3,440 28
Total	$67,945 83
May, 1859	60,026 14
Increase	$7,919 69

The earnings of the Chicago, Burlington and Quincy Railroad Line, in May, were:

	1859.	1860.	Increase.
Freight	$80,252 60	$173,122 04	$92,869 44
Passengers	45,473 74	53,115 25	7,641 51
Mails & mis.	2,989 94	2,843 66	*146 28
Tot., 310 m.	$128,716 28	$229,080 95	100,364 67

* Decrease.

The earnings on the Chicago, Burlington and Quincy Road proper for the five months of the present year as compared with 1858 and 1859, have been as follows:

	1858.	1859.	1860.
January	$67,281	$51,396	$74,205
February	65,028	59,428	80,479
March	76,451	70,090	109,371
April	85,720	83,421	127,690
May	88,007	89,263	160,000
Total	$382,487	$353,598	$551,745

Increase in five months over 1859..$198,147

The receipts of the Grand Trunk Railway of Canada, for the week ending May 19th, 1860, were $56,099 13

Corresponding week, 1859	39,927 40
Increase	$16,171 73
Total traffic from July 1, 1859	$2,579,655 26
Do. for same period last y..	2,029,980 34
Increase	$549,674 92

The earnings of the New York Central Railroad for

May, were	$534,329 15
May, 1859	409,927 84
Increase	$124,701 31

The earnings of the Hudson River Railroad in May compare as follows:

May, 1860	$156,281 09
May, 1859	141,268 92
Increase	$15,012 17

The earnings of the Michigan Central Railroad in May were $158,599 98

May, 1859	127,145 77
Increase	$31,364 21

The earnings of the Cleveland and Toledo Railroad in May were $66,601

May, 1859	55,112
Increase	$11,489

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for the month of May, 1860, compared with the same month of last year:

	May, 1859.	May, 1860.
Passengers	$11,423 05	$12,626 40
Freight	24,274 68	32,705 43
Other resources	1,686 86	1,686 86
Total	$37,384 59	$47,018 69

Mr. J. W. Alsop, Receiver of the Eastern Division of the Ohio and Mississippi Railroad, has made his second monthly report, as follows:

April 9, to cash on hand	$44,669 75
RECEIPTS.	
April 30, balances collected of agents	$6,688 84
Balances collected of the Adams Express Company	3,037 50
Amount received on account of April earnings	30,457 07
Amount received on account of Foreign roads	18,120 87
Amount received on Charges Account	31,935 70
Amount received from other sources	15,293 38
Total	$105,513 36
May 1. To Balance brought down	828,829 01
CREDIT ACCOUNT—EXPENDITURES.	
By amount paid arrearage for March	
Current expenses in operating road	$72,694 23
Amount paid on account of April Current Expenses	6,010 75
Arrearages prior to March	680 51
Paid for Construction Work	727 87
Paid drafts for charges on account with foreign roads	38,633 77
Paid interest and discount	1,306 85
Paid sundry office expenses	1,238 84
Paid for Telegraph Instruments	52 16
Paid foreign roads on account	9 12
Total	$121,354 10
Balance carried to May account	$23,829 01
Total	$150,183 11

This report is for the period commencing April 9, and ending April 30, 1860.

The earnings of New Haven and New London Railroad Company for the five months ending with

May, were	$44,667 83
Same months in 1859	35,546 53
Increase	$9,121 30

The receipts of the Illinois Central Railroad since the 1st Jan. last, are as follows:

	1859.	1860.
January	$132,024 80	$187,013 18
February	133,183 15	186 460 11
March	152,272 60	213,079 76
April	152,539 04	192,282 00
May	141,680 35	217,202 52
Total 5 months	$711,600 20	$996,027 57

Annexed are the details of the earnings of the Galena and Chicago Union Railroad for the month of May:

	1859.	1860.	
Freight	$84,144.09	75,724.97	Dec. 8,420.12
Passengers	38,822.80	34,448.09	Inc. 625.29
Mails, etc.	4,039.74	4,000.00	Dec. 39.74
Total	$122,007.63	114,178.06	Dec. 7,834.57

Corrected earnings for previous month. $93,253.84

Railroads of the State of New York.

(Continued from p. 465.)

Corporate Titles of Companies.	Capital. Share Capital.	Capital. Bonded Debt.	Capital. Floating Debt.	Capital. Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Gross Earnings. Freight.	Gross Earnings. Mails, etc.	Gross Earnings. Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Dividends. Rate.
1848.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
New York and Harlem	3,026,680	350,000	202,887	3,579,567	3,579,567	80.17	253,953	65,082	.....	319,035	193,480	125,555	38,167	2½
Saratoga and Schenectady	300,000	.....	.....	300,000	331,036	21.50	33,538	5,685	1,412	40,635	27 116	18,519	*nil.*	*nil.*
Rensselaer and Saratoga	300,000	335,000	30,000	665,000	665,801	25.26	33,662	9,961	11,507	55,130	39,916	15 214	9,000	3
Brooklyn and Jamaica	284,850	85,000	.....	369,850	369,850	11.00	.....	.....	.....	.....	.....	33,000	22,788	8
Utica and Schenectady	2,500,000	600,000	61,688	3,161,688	3,161,688	78.00	556,885	206,682	32,672	806,239	328,108	478,131	528,200	20
Buffalo and Black Rock	20,000	.....	.....	20,000	20,000	3.00	2,610	.....	.....	2 610	2,041	569	*nil.*	*nil.*
Buffalo and Niagara Falls	199,125	50,000	.....	249,125	250,396	22.00	55,768	3,446	800	60,014	24,525	35,489	15,930	8
Long Island	1,600,000	400,000	35,000	2,035,000	2,037,640	84.50	108,955	43,317	5,817	158,088	136,006	22,082	*nil.*	*nil.*
Tonawanda	750,000	150,000	.....	900,000	974,865	43.50	169,963	46,808	11,031	227,302	85,611	141,691	49,427	7
Hudson and Berkshire	350,000	325,000	50,000	725,000	807,774	31.50	4,601	10,719	.....	15,320	11,209	4,111	*nil.*	*nil.*
Lockport and Niagara Falls	210,000	.....	.....	210,000	210,000	23.00	13,000	750	.....	13,750	11,000	2,750	"	"
Auburn and Syracuse	800,000	325,000	1,886	1,125,886	1,125,886	26.00	132,668	35,193	4,324	172,185	69,428	102,757	32,000	4
Syracuse and Utica	1,500,000	100,000	.....	1,600,000	1,600,000	53.00	296,832	70,492	15,876	383,200	577,388	*loss*	100,000	8
Lewiston	28,000	.....	.....	28,000	28,000	3.34	747	.....	.....	747	747	.....	*nil.*	*nil.*
New York and Erie	5,000,000	3,000,000	300,000	8,300,000	8,276,678	74.00	125,722	150,478	34,713	310,913	195,508	115,405	133,437	6
Albany and West Stockbridge	1,000,000	.....	924,702	1,924,702	1,924,702	38.00	.....	.....	.....	.....	.....	115,682	60,000	6
Auburn and Rochester	2,049,300	353,000	235,000	2,637,300	2,644,520	78.00	358,471	88,187	13,113	454,721	188,027	266,694	163,944	8
Schenectady and Troy	600,000	100,000	.....	700,000	659,669	20.50	31,826	14,261	938	47,025	46,717	308	*nil.*	*nil.*
Attica and Buffalo	699,460	.....	121,854	821,314	821,314	31.50	119,446	25,965	4,639	150,050	66,099	83,951	35,000	10
Cayuga and Susquehanna	18,000	.....	.....	18,000	18,000	28.00	2,375	15,694	.....	18,069	15,906	2,163	*nil.*	*nil.*
Skaneateles and Jordan	27,262	.....	.....	27,262	27,262	5.20	1,523	1,716	260	3,499	2,502	997	997	3½
Troy and Greenbush	250,000	.....	23,626	273,626	273,626	6.00	35,108	24,358	589	60,055	47,329	12,726	7,483	3
Albany and Schenectady	1,000,000	600,000	6,196	1,606,196	1,606,196	16.97	113,742	57,139	5,041	175,922	66,345	109,577	70,000	7
Saratoga and Washington	600,000	300,000	50,000	950,000	948,372	39.50	3,888	.....	.....	3,888	822	3,066	*nil.*	*nil.*
Northern	850,000	.....	.....	850,000	842,512	12.00	.....	.....	.....	.....	.....	.....	"	"
Total	29,462,677	7,073,000	2,042,839	38,707,526	38,252,324	855.54	2,553,633	951,313	142,782	2,847,477	2,136,089	1,785,379	1,267,373	..
1849.														
New York and Harlem	3,388,750	350,000	142,693	3,881,443	3,881,443	80.17	271,622	118,786	31,484	421,892	205,450	216,442	47,775	2
Saratoga and Schenectady	300,000	65,365	.....	365,365	386,304	21.50	24,361	10,140	2,061	36,562	29,252	7,310	*nil.*	*nil.*
Rensselaer and Saratoga	300,000	385,500	.....	685,000	674,799	25.26	81,791	19,453	15,009	116,253	71,031	45,222	21,000	7
Brooklyn and Jamaica	284,850	85,000	.....	369,850	369,850	11.00	.....	.....	.....	.....	.....	33,000	22,788	8
Utica and Schenectady	3,494,010	102,500	.....	3,596,510	4,006,428	78.00	533,953	251,034	40,284	825,271	403,497	421,774	333,015	10
Buffalo and Black Rock	20,000	.....	.....	20,000	20,000	3.00	2,610	.....	.....	2,610	2,000	610	*nil.*	*nil.*
Buffalo and Niagara Falls	256,250	46,670	25,886	328,806	394,287	22.00	47,767	3,813	900	52,480	16,431	36,049	7,997	3
Long Island	1,781,494	447,564	35,426	2,564,484	2,091,341	86.50	108,824	44,881	7,610	161,315	150,261	11 054	*nil.*	*nil.*
Tonawanda	950,000	152,000	51,153	1,053,153	1,150,968	43.50	189,284	60,015	101,232	350,531	250,654	99,877	71,400	8
Hudson and Berkshire	375,000	325,000	41,547	741,547	819,631	31.50	13,112	24,215	400	37,827	18,002	19,825	*nil.*	*nil.*
Lockport and Niagara Falls	210,000	.....	.....	210,000	210,000	23.00	12,500	1,000	.....	13,500	11,000	2,500	"	"
Auburn and Syracuse	2,151,765	638,000	60,000	2,849,765	2,968,837	26.00	408,425	111,580	7,589	527,864	201,842	326,022	188,536	9
Syracuse and Utica	1,802,100	80,000	41,350	1,923,450	2,363,043	53.00	326,526	97,858	8,158	432,542	214,558	217,984	162,189	9
Lewiston	27,000	.....	.....	27,000	30,052	3.34	7,925	667	345	8,937	6,071	2,866	*nil.*	*nil.*
New York and Erie	5,778,891	5,839,919	2,481,647	14,100,457	16,430,868	294.25	363,210	425,078	21,855	810,143	508,926	301,217	291,596	6
Albany and West Stockbridge	1,000,000	.....	930,895	1,930,895	1,930,895	38.00	.....	.....	.....	.....	.....	115,848	60,000	6
Auburn and Rochester	2,049,300	353,000	235,000	2,637,300	2,644,520	78.00	360,000	95,000	15,000	460,000	200,000	260,000	165,000	8
Schenectady and Troy	650,000	.....	53,520	703,520	672,910	20.50	26,698	19,611	1,340	47,644	43,663	3,981	*nil.*	*nil.*
Attica and Buffalo	800,000	62,000	5,176	867,176	870,648	31.50	144,519	28,524	15,057	188,100	95,411	92,689	53,585	9
Cayuga and Susquehanna	118,000	253,000	.....	371,000	368,011	28.00	4,823	7,818	.....	12,641	10,000	2,641	1,800	10
Skaneateles and Jordan	27,000	.....	.....	27,000	28,361	5.20	1,805	1,703	620	4,229	3,229	1,000	1,000	3½
Troy and Greenbush	274,000	.....	10,813	284,813	275,426	6.00	30,990	25,107	1,111	57,208	44,467	12,741	8,220	3
Albany and Schenectady	1,000,000	552,000	146,284	1,698,284	1,698,284	16.97	115,717	62,550	5,761	184,028	66,493	117,535	70,000	7
Oswego and Syracuse	350,000	182,000	.....	532,000	548,353	35.00	48,877	6,476	2,176	57,529	35,591	21,938	*nil.*	*nil.*
Saratoga and Washington	781,800	334,500	35,000	1,150,800	1,102,505	39.50	75,592	10,476	3,430	89,449	44,477	44,972	"	"
Northern	1,829,517	388,100	313,957	2,031,574	1,863,291	30.00	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Chemung	375,000	70,000	5,000	450,000	450,000	17.42	.....	.....	.....	.....	.....	.....	"	"
Hudson River	3,157,175	1,867,625	88,101	5,112,901	5,003,675	75.00	31,037	46,302	.....	77,238	26,093	51,145	"	"
Total	33,531,402	12,191,243	2,490,448	50,514,093	53,264,730	1,261.11	3,231,944	2,472,877	281,422	4,966,063	2,668,389	2,466,244	1,505,801	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railronds are in "*italics*."

Years endi.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	.....	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	.....	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	.....	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	728,546	8,360,702	202.0	872,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	.....	.....	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	—	—	—	—	—	—	—	—	—
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	.....	.....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	3	6	30		Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	.....	.....	11	19	212		Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	.....	.....	7	15	178		Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	.....	.....	.....	.....	.....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	.....	.....	5	5	167		N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	.....	63.8	29	72	368		New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	.....	—	—	—	—	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	.....
30 Apr. '58	—	—	.....	45.1	.....	.....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	20.5	3.9	.....	227.0	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	15	11	105		Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	.....	.....	.....	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	.....	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	.....	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	—	—	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	.....	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	.....	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	.....	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	.....	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	.....	.....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	.....	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	75
31 Dec. '58	45.0	.....	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	782,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- '58	138.0	.....	.....	75.0	—	—	—	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,803,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	69
10 Nov. '58	33.2	.....	.....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	.....	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	63½
-- -- '57	175.0	.....	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,428	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	113	96	2,305		*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	63½
-- -- --	—	—	—	31.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	.....	.....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	.....	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	.....	.....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	.....	.....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	.....	.....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	.....	.....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	.....	.....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,743	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	.....	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	.....	.....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,902,893	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	.....	.....	—	—	—	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	.....	.....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	.....	—	—	—	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	.....	.....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	.....	.....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	.....	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,164	10	.....
								IOWA.													
1 Jun. '58	75.5	.....	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	.....	.....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	.....	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	.....	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	.....	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	.....	.....	—	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,584	—	.....
30 Jun. '57	20.0	.....	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	.....	.....	22.0	.....	.....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	.....	.....	—	—	—	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	.....	.....	—	—	—	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	96
1 Oct. '58	186.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	.....	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	.....	.....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	.....	.....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	.....	.....	178.0	.....	.....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	.....	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	.....
31 Aug. '58	21.0	—	.....	168.0	.....	.....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total: incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	.....	.....	9	10	.....	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,925	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,228	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,539	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413			180,000	143,678	.....	.....					—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	.....	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,023	6	99½
31 May, '59	37.0	.....	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,681,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	75½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000			1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,966	2,260,000	5,395,800	655,507	8,681,557	154.5	666,482	810,604	364,048	—	173
								MASSACHUSETTS.													
30 Nov. '59	21.2	.....	2.0	—	6	4	80	Berkshire	500,560	100,000	.....	600,000	.....	.....	601,360	oper	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	.....	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,789	8	102½
30 Nov. '59	74.3	8.8	51.3	—	30	43	650	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	110
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,675	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	.....	681,690	190,000	39,499	1,092,268	47.2	79,456	116,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	.....	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,225	4½	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	388	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,803	—	74½
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416	.....	299,107	280,261	197,428	776,796	oper	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	.....	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,456	6	102½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	.....	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	90½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	.....	.....	298,951	303,014	57,065	653,030	oper.	by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	.....	200,000	100,000	.....	363,158	oper	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	.....	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	.....	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	.....	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	.....	220,240	221,600	211,693	653,533	26.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	.....	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302	.....	.....	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	.....	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	.....	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	.....	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	.....	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,389	6	105
30 Nov. '59	16.9	.....	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	.....	243,305	226,900	316	470,521	oper	r. by B.	and L'll	17,500	—	97
30 Nov. '59	11.5	.....	0.4	—	2	7	17	South Shore	462,167	39,426	.....	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,46	—	.....
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....	.....	448,700	.....	.....	451,000	oper	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '59	6.1	.....	.....	36.5	.....	.....	.....	Troy and Greenfield	478,048	.....	.....	385,206	219,000	9,854	614,060	oper	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	.....	2,214,225	1,003,880	.....	3,516,865	77.9	107,478	246,798	106,317	—	17
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	.....	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	115½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	.....	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '58	57.0	.....	.....	—	.....	.....	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
1 Jan. '59	188.0	.....	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	.....	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	284.0	.....	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	53
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	576,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	.....	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	.....	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	.....	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	.....	.....
31 Dec. '58	83.2	.....	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	.....	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	.....	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	.....	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	.....	.....
30 Aug. '59	206.8	.....	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	.....	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	.....	.....
31 Oct. '58	168.8	.....	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	.....	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	.....	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	.....	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	.....	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....	.....	66,974	1,400,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '58	86.5	.....	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	.....	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	.....	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....	.....	246,018	150,000	109,982	506,000	oper	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165.883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	.....	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	.....	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	.....	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	.....	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*	.....	250,000	.....	.....	250,000	oper	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	.....	.....	—	.....	.....	.....	Contoocook River	200,000	.....	.....	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	.....	.....
30 Nov. '58	16.8	.....	.....	—	.....	.....	.....	Eastern	525,205	.....	.....	.....	.....	.....	525,205	oper	r. by Eas	tern Mass.	.....	—	66½
31 Mar. '59	20.5	.....	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	.....	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	.....	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....	.....	863,400	33,800	108,259	1,005,459	oper	r. by Con	cord.	88,577	8	101
31 Mar. '58	53.8	.....	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	.....	595,587	383,400	303.393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	51½
30 Apr. '59	24.7	.....	2.2	—	5	2	50	Sullivan	847,032	78,832	.....	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	.....	.....
								NEW JERSEY.													
30 Nov. '59	64.2	.....	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	.....	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	.....	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	.....	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	.....	.....	30	21	256		Central of New Jersey	5,042,163	424,700	.....	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	113
-- -- '59	—	—	—	2.6	—	—	—	Long Dock	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	53.0	.....	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	.....	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	.....	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	123½
30 Nov. '59	21.3	.....	.....	2	6	17		Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	13.5	.....	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*	.....	630,000	.....	.....	630,000	oper	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	.....	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*	.....	248,225	95,000	257	350,000	oper	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	.....	.....	—	.....	.....	.....	Warren	1,625,312	*	.....	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	.....	.....	216,794	.....	56,582	.....	.....	.....	15,344	3,868	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,033	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	24.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	48
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	82½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	19½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	13½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,600	382,982	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,216	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	98.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	—	—	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	.....	—	—	—	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	264,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	439,437	249,666	7	71
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,978	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,098	4	11
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	29½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	179,795	8	85
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,282	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,084	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,880	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,187	138.0	637,835	1,200,499	841,591	8	86
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	928	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,850,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	*	1,906,736	2,460,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,124,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,442,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,108,975	*	—	403,975	536,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,709	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	100,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	166,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	4,070,125	569,190	11,064,418	202.0	—	1,430,512	881,609	—	91½
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	13.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	8,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,308	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	338,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	...	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	...	.....
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,156,828	2,787,000	377,818	6,320,638	55.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,126	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	85½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	....	Phila., Germant'n & Norrist'n	1,422,977	228,456	—	1,208,500	374,800	104,720	1,742,338	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	41½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	98.0	4.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,000,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	6,875,938	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	34,314,999	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	1,501,277	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	2,711,400	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	1,141,766	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	2,643,294	33.0	.....	96,227	54,58.	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	19,907,130	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	29.6	.....	.....	83,072	47,00?	6	.....	.....
30 Sep. '59	28.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	3,358,074	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	8,172,165	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.														
31 Aug. '58	60.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	3,972,500	60.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	434,698	13.6	23,514	23,005	1,27?	.....	.....
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	4,268,184	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	2,199,092	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	1,585,000	109.6	.....	283,263	151,53?	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	600,000	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	5,839,108	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	400,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	1,081,947	32.0	.....	27,566	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,325	4,131,650	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	62	59	.....	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	14,844,361	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.														
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	1,006,104	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	3,509,673	140.6	.....	318,71?	187,46?	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	2,829,061	130.3	150,142	297,806	3 149,16?	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	5,381,281	287.6	562,041	1,330,812	778,03?	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	2,076,000	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	1,038,721	.....	.....	.....	.....	—	.....
	59.0	—	40.1	7	5	119		Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	1,672,752	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	972,316	47.4	54,175	83,129	44,66?	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	555,894	34.2	30,065	23,808	13,89?	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanoogs	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	3,802,248	159.0	117,895	675,832	31?,19?	3	.....
	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	.....	1,680,466	45.8	57,950	75,120	47,57?	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	1,038,439	30. 0	.....	1,248	.....	—	.....
								TEXAS. (*all aided by State*).														
— — '58	32.0	—	.....	188.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,601,443	3,334,771	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.														
31 May, '59	90.7	—	8.6	19.6	7	8	151	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	2,000,000	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,283,376	3,145,001	1,013,764	6,392,141	12,834,282	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	2,730,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	20,552,598	166.0	617,262	702,271	115,67?	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	2,730,695	ope	r. by Vt.	Central	.....	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	2,618,228	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	2,115,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.														
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	3,056,531	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	7,689,185	75.8	.....	125,599	66,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	4,432,201	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	6,187,834	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	10,808,593	97.6	.....	288,297	157,57?	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	8,254,898	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	2,358,028	80.5	.....	310,988	186,065	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	7,557,248	142.3	263,89?	491,674	267,19?	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	4,013,497	75.1	.....	269,12?	145,68?	7	8?
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,406	34,681	1,250,186	2,322,373	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	1,485,624	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	2,626,753	80.0	.....	240,817	105,72?	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,161	—	3,132,445	1,485,346	43,605	8,816,522	13,477,918	195.0	304,195	652,405	382,69?	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	14,544,970	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	1,012,590	32.3	.....	69,009	10,515	—	.....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	1,525,000	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	998,587	22,282,653	44,567,306	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	3,754,920	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	1,101,200	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	17,013,090	234.4	.....	883,186	439,943	—	7
— — '57	50.0	—	.....	35.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	477,861	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	10,900,519	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	.....	—	.....
								FOREIGN COMPANIES.														
								CANADA.														
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,687	740,870	—	3,715,762	187,366	107,067	4,010,195	8,011,390	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	93,908,522	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,906	8,480,849	.....	.....	22,535,755	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	.....	24.0	37,061	.....	.....	—	.....
— — '59	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.														
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,498	.....	70,253	988,746	1,927,497	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.														
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.														
— Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	5,000,000	*	—	4,973,000	2,427,000	—	8,000,000	15,400,000	48.7	.....	1,925,444	1,360,180	15	134

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	87
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	100,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	500,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	780,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,000	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	71
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**	----------	---	------	----
***Columbus, Piqua and Indiana:**	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
	----------	†	------	----
	----------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	----------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
	----------	---	------	----
	----------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n:				
	----------	---	------	----
	----------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
	----------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104½
2d Mortgage	1,980,000	7	1860	102½
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	77
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	90½
Construction	4,115,000	6	1875	90½
Free Land	3,000,000	7	1860	100
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
	----------	---	------	----
	----------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Plens't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	15
2d Land Grant (Western Div.)	353,600	†	------	15
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	86
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	84
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1863	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	98½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	48
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1895	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	104½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	104½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	100
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	68
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	49
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	91
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
---- ----	-------	†	------	----
Peru and Indianapolis:				
---- ----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	616,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	683,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1868	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'n Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	428,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	----	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	----	----
Southern Mississippi:				
1st Mortgage	500,000	---	----	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	----	----
2d Mortgage	450,000	---	----	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	----	----
2d Mortgage	900,000	---	----	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	----	----
2d Mortgage	1,535,000	7†	----	----
3d Mortgage (Income)	1,000,000	10†	----	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	----	----
St. Louis City Subscription	500,000	---	----	----
St. Louis County Subscription	1,000,000	---	----	----
Carondelet Subscription	50,000	---	----	----
Sunbury and Erie				
Mortgage	1,000,000	7	----	----
Mortgage	7,000,000	5	----	----
Syracuse, Binghamton and N. Y.:				
---- ----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	----	----
Mortgage	46,000	---	----	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----	---	----	16½
2d Mortgage	----	---	----	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----	---	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ----	----	---	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	----	----
2d Mortgage	1,000,000	---	----	----
Income	177,000	---	----	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	----	----
Sterling, issued in 1858	144,500	---	----	----
Company's, endorsed by State	203,500	---	----	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	----	----

New York Stock Exchange.

Selling Prices for the week ending June 6, 1860.

	Th. 31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
Federal Stocks:—						
U. S. 5s, 1874	102½	103¾	103¾	103¾	104	104½
U. S. 5s, 1865	----	----	102½	102	102	102½
State Stocks:—						
California 7s	91	----	91½	----	91½	91½
Georgia 6s	----	----	----	----	----	----
Illinois 6s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	91	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	84½	84	84½	84	84½	84½
New York 6s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	91½	----	----	97½	----	98½
Ohio 6s, 1860	----	----	----	110	----	102½
Tennessee 6s, 1890	91½	91½	91½	91½	----	92½
Virginia 6s	93½	93½	93½	94	93½	93½
Railroad Shares:—						
Brooklyn City	----	----	----	----	----	----
Chicago, Burl. and Q.	76½	78	78	77	78	75½
Chicago and Rock Isl.	69½	70	69½	70	70½	69½
Clev., Painesv. & Asht.	----	----	----	90	----	----
Clev. and Pittsburg	11	10	12½	10½	11	11
Clev. and Toledo	30	28	29	29½	31	29
Del., Lack. and West.	90	90	90	91	92	91½
Galena and Chicago	64½	63½	63½	64	64	63½
Hudson River	48	47½	49½	----	48½	48
Illinois Central	63	63½	63½	63½	63	63½
Indianapolis and Cinc.	42½	----	----	----	----	----
Michigan Central	52	52½	52	53	52½	52½
M. S. and N. I. guar'd,	25½	25	25½	23½	25	25
M. S. and N. I.	12½	13	12½	11½	12	11½
Milwaukee and Miss.	7	7	6½	7	7½	7
New Jersey Central	----	----	116	----	----	----
New York Central	82	82½	81	82	82½	82½
New York and Erie	20½	20½	20½	20½	20½	19½
N. York and Harlem	13½	13½	13	13	----	12½
N. Y. and H. "pref."	40	40½	40	40	40½	39½
Panama	133½	134½	133	134	134	134½
Phila. and Reading	42	42½	42	41½	42	41½
Railroad Bonds:—						
Ch ic. and N. W. 1st M.	43	----	48	48	49	----
" " S. F.	----	----	----	76	----	----
Cl. & Tol. S. F. 7 p.c. '85	73½	73½	----	----	73	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	96	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2M. 8 p.c. '75	99	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	72½
Hudson R. 1M. 7 p.c. '69	----	----	----	----	107	----
" 2M. 7 p.c. '60	102½	103½	102½	----	102	102½
" 3M. 7 p.c. '75	----	91	92	----	91	91½
Illinois Centr. 7 p.c. '75	91	91	91½	91	90	91
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	88	----	----	----	98	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. 7 p.c. '85	----	----	----	85	----	----
" 2 M. 8 p.c. '77	46½	47½	----	47½	46	48
" S. F. '85	----	----	----	----	98	98½
N. J. Central 1st M.	----	----	99	----	----	105
N. Y. C. 6 p.c. certif. '83	----	----	93	93	93	----
" 1 M. 7 p.c. '64	----	----	----	----	----	104½
N. Y. & E. 1 M. 7 p.c. '67	100	100	100	100	100	100
" 2 M. 7 p.c. '59	----	----	----	----	----	----
" 3 M. 7 p.c. '71	----	----	----	89	88	88½
" 4 M. 7 p.c. '80	----	----	66	66	----	66
" 5 M. 7 p.c. '83	60	----	59½	60	----	----
" conv. 7 p.c. '62	40	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	98½	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	73	----	----	----	----	----
" " 2M. 8s '70	40	----	----	----	41½	----
Bank and Insurance Stock:—						
Am. Exchange Bank	100½	100	100	100½	101	100
Am. Exchange Insur.	----	----	----	----	----	----
Atl. Mut. Mar. Insur.	----	----	----	----	----	----
Continental Insurance	----	----	----	----	----	----
Continental Bank	103	103½	----	----	----	----
Corn Exchange Bank	107½	----	----	----	----	----
Commerce, Bank of	100½	----	----	101½	101½	102½
Hope (Fire) Insur.	----	103	----	----	----	----
Marine Bank	----	----	----	----	102	----
Merch. Exch. Bank	----	----	----	----	103	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
N. Y. (F. & M.) Insur.	----	----	----	----	----	----
Nassau Bank	----	----	----	----	----	----
National Bank	----	----	----	----	103	----
Republic, B'k of the	----	----	----	----	127	----
Shoe and Leather B'k	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. C. Co.	101½	101½	101½	101	101½	98
Cumberland Coal Co.	----	14	14	----	----	14
Penn'a Coal Co.	85½	85	85½	85½	85½	85
Pacific Mail S. S. Co.	88½	89	89½	89½	88½	93½
Canton	20½	21½	21½	----	----	20½
Brooklyn Water W's	103½	103½	----	----	----	----

The following are the closing prices in the London Market on the 23rd May:

United States 5 p. c. red. '74	93½	to	94½
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	80	to	82
Do. do. Fr. L'd red. '60.	91	to	92
Do. $100 shares, $60 p'd.	43	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	43	to	48
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	61	to	63
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	88	to	90
Do. 2d mortgage, 1869	85	to	87
Do. 3d do. 1883, assented	75	to	77
Do. Bonds, 1862, '71, '75 do.	45	to	48
Do. Shares, assented	18½	to	19½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, June 9, 1860.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

New Jersey Railroad and Transportation Company.

The annual meeting of the stockholders of this company was held at New Brunswick, on the 4th inst. The fiscal year terminated January 1, 1860. The gross receipts during that time were $1,025,-682.65, an increase on the previous year of $122,-224.20. The corresponding expenses were for 1859, $382,072.17, and for 1858, $349,370.73, being an addition of $32,701.44. The rate of expenses to the earnings is 37½ per cent.; in the previous year it was 38½; in 1857, 41½; in 1856, 44 per cent. The surplus earnings carried to profit and loss, the 1st January, 1860, after paying two half-yearly dividends of 5 per cent. each, is $181,-888.72; the year before, closing Jan. 1, 1859, it was $113,183.22; Jan. 1, 1858, $107,171.13, and Jan. 1, 1857, $85,257.84. Semi annual dividends of 5 per cent. have been paid during these years. The whole surplus earnings now amount to $500,-218.62, being equal to over 13 per cent. on the capital stock, and only about $187,781.38 less than the whole debt of the company, which is now $688,000. The whole number of passengers, not including commuters, carried in 1859, is 2,501,124, and the tons of merchandise, 98,007. The whole number of miles run over the road, by passenger, freight, and other trains, is 447,671. The ratio of running expenses for the current year of 1859 is 85.1 cents a mile. In the enumeration of passengers, the commuters are omitted. They are certainly increasing, 135 annual commuters being added during last year.

The passages of the whole number (1,175) during that period have been about 560,000, making the whole number 3,661,124. By adding the miles each passenger is carried, the sum total of the en-

tire miles traveled by all the passengers is found to be upward of 33,000,000, averaging a million for each mile of the whole road, and far exceeding any road in the country, if not in the world. The cost for carrying a passenger each mile is nine mills, and of transporting freight is three cents per ton. The gross amount received from passengers per mile is two cents each, which, after deducting nine mills for transporting, leaves eleven mills net on each passenger per mile. The freight computed in like manner, producing receipts of five cents per ton per mile, leave, after deducting the three cents costs and charges incident to transportation, two cents net per ton for each mile. The tax on capital stock and the transit duties paid the State for 1859 were $35,821.76, (nearly one per cent. on the whole valuation,) exceeding the previous year by $2,623.75. Dividends at the rate of 10 per cent. per annum have been paid as usual on $17,500 of the stock of this company, transferred to the School Fund. The amount received from commuters during the year was $64,511.86.

The following statement exhibits the financial affairs of the company for the last four years:

	1856.	1857.
Gross receipts	$910,637 61	$911,617 35
Expenses	400,715 89	376,866 03
Net earnings	509,921 72	584,751 22
Ratio of expenses to earnings	44 per cent.	41⅓ pr. ct.
Dividends	348,470 00	348,490 00
Surplus	85,257 84	107,171 18
Number of passengers.	2,278,918½	2,238,130
Tons freight	63,668	80,872
Miles run	407,682	496,032
Ratio of running exp's	0.98½	0.92 6.10
	1858.	1859.
Gross receipts	$903,458 45	$1,025,682 65
Expenses	347,370 73	382,072 17
Net earnings	534,087 72	643,614 48
Ratio of expenses to earnings	38½ per ct.	37½ pr. ct.
Dividends	362,450 00	374 000 00
Surplus	113,983 22	191 383 73
No. of passengers	2,100.998	2,501,124
Tons freight	85,460½	98,007
Miles run	398,781	447,672
Ratio of running expenses	87½	85 1-10

An extra dividend of 10 per cent in stock will be declared in January next, after which the surplus earnings, with the probable additions of the current year, will be full $300,000.

After referring to various matters relating to the ferry at Jersey City, &c., including the building of a new ferry-boat, the report proceeds to state that a double track will soon be on the Millstone road, and express a determination to reduce the present charge for a passage between Newark and New York about one-fourth or 2 cents per mile, to take effect on the 11th of June, when eight trains will run daily. A daily excursion ticket good to return, will be reduced to 80 cents; this, however, to be an experiment to last for a year, the right to go back to the old fare 40 cents being reserved. The report says:

The income from the Philadelphia trains is so comparatively small that if the whole should cease, and with it the expense of maintaining them, the way travel alone would pay a dividend of twelve per cent. As to the contract with the Camden and Amboy Company, which continues till January 1, 1869, it is therefore a great advantage to them. Besides the exclusive freight business between New York and Philadelphia, they have five sixths of all the passenger travel. The portion of fare to the New Jersey Company is never over two cents a mile, which is reduced to one and a half in some cases, and even to one cent, with no allowance for ferriage, our company receiving only from 30 to 60 cents a passenger, the Camden and Amboy $2 30 on $3. The grant by the last Legislature to the Hoboken Land and Improvement Company of a railroad from Newark to New York calls for some notice. The unprecedented character of the Hoboken supplement and the extraordinary course in procuring it, are well known to the stockholders, and have become matters of history. As this measure is sought to be justified on account of our terminating, as entitled to do by the contract, an unsatisfactory subsidy to the Hoboken Company of nearly $20,000 per annum, in virtue of which they had received $278,000; and as this contract and its termination was brought by the Hoboken Company to the attention of the Legislature on presenting their application, it is due to the Board to justify its action on financial grounds, to exhibit to our stockholders this notice, which stated the cause thereof. So far as the Hoboken supplement was intended to induce consolidation, coerce a subsidy, or sequester our bridges and roads, its very enormity defeats its execution. So far as it contemplates an assessment of our exclusive privileges, we are content to abide by the decision of the courts. If appropriate judicial tribunals should declare exclusive privileges invalid; or if valid, that they are capable of being assessed, we shall cheerfully acquiesce. Many believe that the exclusive protection afforded to early railway enterprises has attained its objects, and that all obstructions to grants for new roads, wherever they exist, should be removed, and if the precedent should be countenanced by high authority, enlightened by long experience and astute discrimination, it may be worthy of being promptly followed by free legislation for through as well as way roads, preserving however the revenues of the State. Hence our company has nothing to apprehend, as we shall avoid violations of contracts and faithfully maintain all our agreements and a just regard for the rights of others; and we shall expect towards our company a similar good faith and respect for our property and privileges.

The following gentlemen were elected Directors for the ensuing year: John S. Darcy, John P. Jackson, Dudley S. Gregory, Abraham O. Zabriskie, John J. Chetwood, John Acken, Henry R. Remsen, Hamilton Fish, William Whitney.

Nashville and North-western Railroad.

We learn that 14 miles of this road, extending from Hickman to Union City, have been completed, and that the prospects for the speedy continuance of the road at both ends are very good. Track-laying has been somewhat retarded of late, by the failure to receive the necessary supply of iron. Upwards of 20 miles more are in readiness for the track, which will be put down as soon as the materials arrive. Already rails for ten or twelve miles have been received, and a like quantity has just arrived at New Orleans, from Liverpool, whence monthly instalments of 1,000 tons each are to be shipped.

Charlton and Randolph Co. Railroad.

We learn from the St. Louis *Republican* that this company have closed a contract with Messrs. J. & J. Kelly, for the immediate construction of their road from Allen or Renick, on the North Missouri road, to Brunswick, a distance of forty miles. The work is to be commenced early in June. The *Republican* says:

They are the best railroad men in the State, for the reason that they know exactly what they are doing and take a hand in it themselves. The North Missouri has made a contract with this branch, which will prove mutually beneficial, and the increased earnings will go far to put the main stem on a right footing. Now that the Brunswick branch is under contract, there are a good many reasons why the counties of Carroll, Ray and Clay should begin the good work within their borders.

☞ In addition to their other business, Messrs. Parsons & Dobbs have commenced the manufacture of all varieties of Railroad Spikes, as will be seen by reference to their advertisement.

Staten Island Railroad.

This road was opened on the 2d inst. It extends from the Vanderbilt (or third) Landing to a point opposite Amboy, fourteen miles. The distance from the bay is nearly uniform, and is about a mile. The road was projected ten years ago, but the present management took hold of it about two years since. The President of the company is Albert Journeay, Jr.; Vice President, B. Kreischer; Secretary, Charles H. Chandler.

Boston and Chelsea Railroad.

At the annual meeting of the stockholders of the Boston and Chelsea Railroad, the following gentlemen were chosen Directors: W. W. Wheildon, J. W. Emery, G. G. Hubbard, Joseph H. Converse, John Low, R. E. Dennmon and Estes Howe.

J. H. Converse was chosen Treasurer and Clerk.

Taxation in Cincinnati for Thirty Years.

The following table exhibits the real property, rate of taxation and amount of taxes levied, in Cincinnati for the past thirty years. It is interesting because it shows at a glance the steady advance in the value of property in this city—now the fourth in wealth in the Union—during this period. It shows also the rate of taxation each year, which will doubtless raise the proper suggestion in the mind of the reader. In 1843 4 it will be seen that the enormous rate of $3.20 on the hundred dollars was levied. The particular cause of this is unfamiliar to us, but it may be well known to many.

This table was prepared by Mr. Lea, of the Auditor's office:

Years.	R'l Estate.	Personal.	Rate.	Taxes.
1830	$3,157,675	$1,048,529	$1.20	$51,435
1831	3,356,525	1,363,057	1.20	57,917
1832	3,717,785	1,620,924	1.35	72,667
1833	3,912,075	1,391,731	1.35	74,307
1834	3,972,000	1,355,990	1.45	79,131
1835	4,814,030	1,394,542	1.90	107,445
1836	4,881,880	1,661,024	1.85	126,458
1837	4,813,840	1,556,060	1.85	117,624
1838	4,985,500	1,574,516	2.10	141,237
1839	4,938,830	1,628,324	2.55	167,384
1840	4,781,890	1,440,108	2.45	151,201
1841	5,464,800	1,249,501	2.50	167,857
1842	5,840,950	1,147,484	3.00	209,651
1843	5,708,670	1,018,240	3.20	215,101
1844	5,885,650	1,059,632	3.20	222,249
1845	6,157,890	2,015,830	3.00	245,211
1846	6,817,740	3 390,330	2.95	286,388
1847	27,902,220	9,159,960	.95	362,748
1848	28,820,410	9,409,886	1.00	394,363
1849	32,622,500	8,731,174	1.33	566,109
1850	34,194,430	8,668,298	1.70	728,666
1851	34,578,460	11,430,364	1.50	690,132
1852	35,697,540	16,764,570	1.65	910,308
1853	36,520,040	30,321,148	1.85	1,236,561
1854	58,135,436	28,914,269	1.68	1,458,082
1855	60,335,932	24,994,948	1.48	1,262,897
1856	60,701,267	20,795,203	1.35	1,116,927
1857	61,340,971	25,104,120	1.50	1,296,676
1858	62,681,602	26,051,151	1.66	1,472,963
1859	63,746,316	29,292,788	1.64	1,584,110

Lexington and St. Louis Railroad.

There is no longer any doubt about the building of this road. It has been definitely decided on, the money has been subscribed, and proposals for the contract of constructing it are called for. The road is to run from Lexington and tap the Pacific Road in Johnson county. It will be of incalculable value to the people of Lexington, by furnishing them with rail connection with St. Louis, and an

important adjunct to the Pacific Road, since it will bring to it the trade of the wealthiest agricultural county in the State.—*St. Louis Eve. News, May 28.*

Debt of Missouri.

The regular semi-annual interest of the debt is being provided for by loans at the East, and otherwise. In all, it amounts, for city, county and State, to over a million every six months. That of the county, some $120,000, was provided for a week or so ago. That of the city, the Comptroller informs us, is also arranged for—$100,000 or so having been obtained at six per cent. per annum. No exchange will have to be bought for the city before August. She may, indeed, be a seller, in the meantime. For the State's larger amount nothing definite is yet provided; it is expected, however, that Mr. Buffington, the State Auditor, now at Washington city for the purpose, will obtain the $380,000 of two per cent. fund appropriated by government to Missouri, but which, we believe, has thus far been withheld by some quibble of the United States Attorney. With that amount secured, the State would rest easy. Without it, our bonds could be readily negotiated in the East, with the present ease in the money market there, at low rates, and the exchange saved to the State. —*St. Louis Democrat, 24th May.*

Life Insurance.

The recent divivisons and dissensions among several British Life Insurance Companies have induced some inquiry as to the stability of many companies that have attempted to procure business in the United States. The Superintendent of the Insurance Department of this State has in one case refused to issue a certificate to a company doing both a Fire and Life business, on the ground that a "Foreign company could not be allowed to carry on the business of both Life and Fire Insurance in this State, and that such risks should not be united in one company.

A certificate for a Fire business was refused in another case where the company is an English "partnership" and not a "corporation," and where the association is already engaged in the business of Life Insurance.

In another case the Superintendent reports that he has "revoked all Powers of Attorney given to collect interest on its Securities," until the assets of the company shall be satisfactorily shown to be sufficient to meet its obligations—its solvency being questioned. We learn by a late London paper, that a petition has been presented for the winding up of the *Phœniz Life Assurance Company and Marine Office*, of London and Liverpool, the petitioner being a Director. The principal claims arise by underwriting marine risks, which are understood to be considerable.

The number of Life Insurance Companies in London is obviously too great. The *Bankers' Circular* observes that at the opening of the new year it is important that we should note the varied changes which have taken place in Insurance Companies, from the commencement of 1844 to the end of 1858, within which short period 536 Insurance Companies were projected, 251 founded, and 208 ceased to exist; of these, thirty-seven are being wound up *in Chancery;* twenty-six *have died out*, and 155 *have sold and transferred their business to other offices.* The aggregate amount at present insured in the Life offices in the United Kingdom is estimated at £200,000,000 sterling.

The Superintendent of the Banking Department properly remarks on the subject of accumulated premiums:

"Life Insurance particularly is a speciality; and the accumulated funds which are held by a company for a lifetime as a Savings Bank, in sacred trust for the widow and orphan, *should not be liable to be swept away by a storm at sea or a conflagration on land.*"

One decided advantage which our American companies have over the British is in the larger rate of interest realized from investments, viz: seven per cent. instead of three or four. An objectionable feature in the management of some British offices is the investment, in part, of surplus funds in the shares of Joint Stock Banks, a practice not permitted in the United States.—*N. Y. Courier and Enquirer.*

Portland, Saco and Portsmouth Railroad.

The annual meeting of this company was held in North Berwick, Me., on the 4th inst. His Excellency Governor Ichabod Goodwin of New Hampshire, President of the road, called the meeting to order, and presided. The report of the Directors was then read. It contains a statement of the affairs of the road for the year ending May 31—the income for May being estimated. The receipts were $234,586.82, and the expenditures, including $10,000 charged to renewed account, $114,334.03—making the net income $120,252.79, and the surplus earnings of the year, after paying dividends, $30,252.79. The balance to profit and loss account, May 31, 1860, after charging dividend payable in June, is $81,990.88. The net income of the road over last year is $16,223.63. The road is said to be in as safe and prosperous a condition as any road in New England. The equipment is also in good condition.

After the acceptance of the report, the meeting proceeded to the choice of Directors, when the following named gentlemen were elected without opposition: Ichabod Goodwin, Portsmouth; George M. Browne, Boston; Francis Cogswell, Andover; Thomas West, Haverhill; Charles E. Barrett, Portland; James Hayward, Boston; Nathaniel Hooper, Boston.

Pennsylvania Railroad.

Sheriff Eyster, of our county, last Wednesday afternoon levied on a number of locomotives, and other property, belonging to the Pennsylvania Railroad Company, on an execution issued by Mr. Knox, Attorney-General of the State, for tonnage tax due the Commonwealth. In a trial of the case before Judge Pearson last summer, it will be recollected that the State obtained a judgment for over $300,000 against the railroad company for tonnage tax due the State Treasury under their charter, from which the company appealed to the Supreme Court, but the suit remains undecided. Some $300,000 of tonnage dues have accrued since that time, for the recovery of which another suit was brought against the company by the State, and a judgment obtained, on which this execution was issued. The railroad company gave security for the payment of this amount, should the suit be decided against them, and the property levied on was immediately released.—*Harrisburg Patriot, 26th ult.*

Richmond Fredericksburg and Potomac Railroad.

The twenty-seventh annual meeting of this company was held in this city this week. The report shows that the income of the company for the past year was $287,949 64, (being $3,082 67 more than the previous year,) and the whole expenses of the year, including extraordinary, $135,731 60, (being $3,893 46 less than the previous year.) Among these last were a new brick engine house and turn-table at Milford Depot, a new depot at Guiney's, and a new bridge at Accokeek Creek. Deducting expenses of every description from the gross income of the year, leaves a balance of $152,218 34 of net profit, which has been applied, after payment of interest and arrearages of the same, and dividend on guaranteed stock, to the extension of the heavy rail between the Rapahannock and Potomac, and to the payment of that portion of the debt maturing in London in 1860, of which the owners desired payment.

Of the debt due in London in 1860, $41,447 70 only is unpaid, a large portion of which has been remitted. The Board of Directors may, it is believed, safely recommend the payment of money dividends on the 1st of November next. On and after that date they see no reason to doubt that dividends of not less than eight per cent. per annum will be regularly made to the Stockholders, semi-annually, in money.

The following officers were unanimously re-elected.

President—Edwin Robinson.

Directors—G. A. Myers, G. W. Munford, R. W. Haxall and Charles S. Mills.—*Richmond Inq.*

Richmond and Petersburg Railroad.

By the annual report presented at the meeting of this company, held this week, in this city, we find that during this period the total receipts amount to $151,905.06, or $7,251.41 more than for the corresponding period during the previous year. The ordinary current expenses during the same time amount to $67,024.16, or $2,777.92 less than the proportion for the previous year, and only 44⅛ per cent. of the income of this year.

The company, besides defraying the ordinary expenses of its regular business, and others not strictly chargeable to this year's operation, consisting of considerable additions to the real estate and other property of the company, and putting the Manchester and Petersburg turnpike in complete repair, after paying the interest on its funded debt and two semi-annual dividends, have discharged $22,153.82 of the principal of its funded debt due last July—leaving of that debt only $902 unpaid, because uncalled for, and leaving a balance of cash on hand, on 31st March, of $10,038.49. All the old officers were re-elected.—*Richmond Inquirer.*

Ottawa Canal.

The Canadian Government is taking further measures towards canal transportation.

Mr. Clark's Report on the Ottawa Canal Survey shows the whole length of navigation from Montreal to the mouth of French River on Lake Huron to be 430 miles; of which, including the Lachine Canal, the artificial waterway would be only 29 miles, to provide for the descent and ascent of the largest class of Propellers employed upon the Upper Lakes. He proposes the locks to be 250 feet long, and 45 broad; and the canals generally 146 feet wide at bottom and 12 feet deep, allowing vessels of 1,000 tons to pass without breaking bulk. The estimated cost of the whole works is $12,026,000, a sum although large in itself, insignificant when compared with the attainment of so great an object, and less than $30,000 a mile for the extent of navigation obtained.

Springfield, Mt. Vernon and Pittsburg R. R.

We understand that about three thousand tons of iron, for the track of the Springfield, Mt. Vernon and Pittsburg Railroad, have been delivered by the English contractors, at Cardiff, ready for shipment to this country, and that arrangements have been completed for the delivery of five thousand tons more in a short time, at the same point. The company design, as soon as this iron shall arrive, to lay the track between Mt. Vernon and Delaware, by which means a direct railroad communication will be had between Mt. Vernon and Cincinnati, in time for the next State Fair at Dayton.—*Cin. Inq.*

Texas Railroads.

Of railroads we have to report progress. The work on the New Orleans road is coming on finely. Large companies of workmen are engaged at different points along the line, and the contractors are using every exertion to get their road through from Houston to the Sabine by November. The bridge-contractors will have their work done in ample time. The Central Company have determined to put fifty miles more of their road under contract at once, with a view of having it completed by July, 1861. The Brazos bridge will be completed in July. The grading from Chappell Hill to Brenham is about completed. It is presumed the iron will be laid down in time for the fall trade. The B. B. & C. Company have placed that part of their road from Columbus to LaGrange under contract. They will, in a short time, open their road to Columbus. We understand the grading of the Western Division of the H. T. & Brazoria road is now nearly completed to Wharton.—*Houston Telegraph, May 24.*

Charlton and Randolph Co. Road.

Gov. S. PRICE has resigned his office of President of the Charlton and Randolph Co. Railroad, and Mr. MOBERLY has succeeded him for the construction of the road from Brunswick to the junction with the North Missouri Railroad. We learn that satisfactory arrangements have been made by Mr. MOBERLY with the N. M. R. R., and as the necessary funds and lands have been subscribed for the completion of the work upon the road, it will at once be given out to the contractors. It is believed that the connection will be made by next winter.—*St. Louis Rep, May* 28.

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5.	" 15 "		¾ to 1	17.	" 25 "		1½ to 1
6.	" 15 "		1 to 1	18.	" 26 "		1½ to 1
7.	" 15 "		1½ to 1	19.	" 28 "		¾ to 1
8.	" 16 "		¾ to 1	20.	" 30 "		1 to 1
9	" 16 "		1 to 1	21.	" 30 "		1¼ to 1
10.	" 18 "		¾ to 1	22.	" 30 "		1½ to 1
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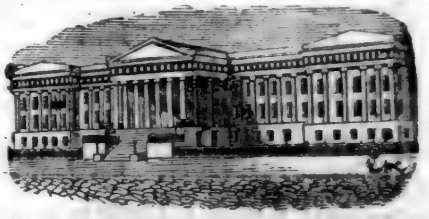
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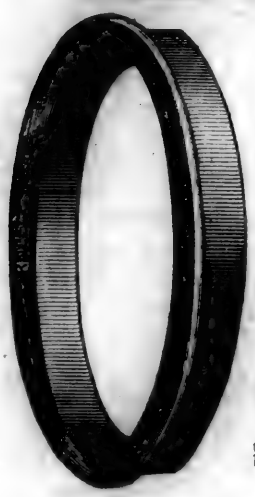
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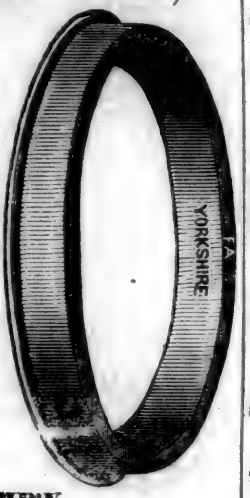
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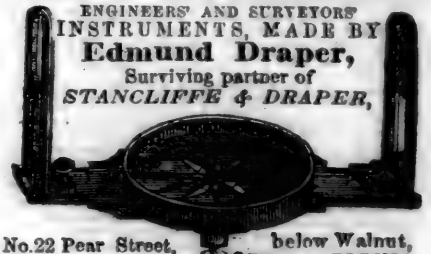
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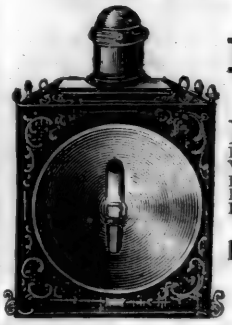
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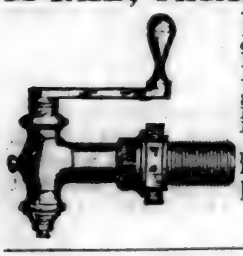


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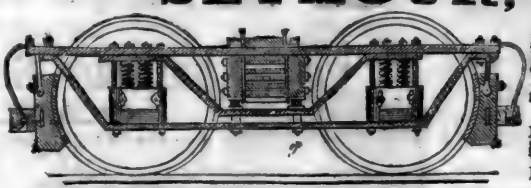
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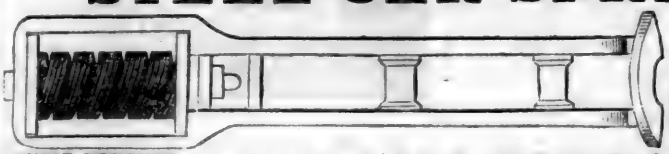
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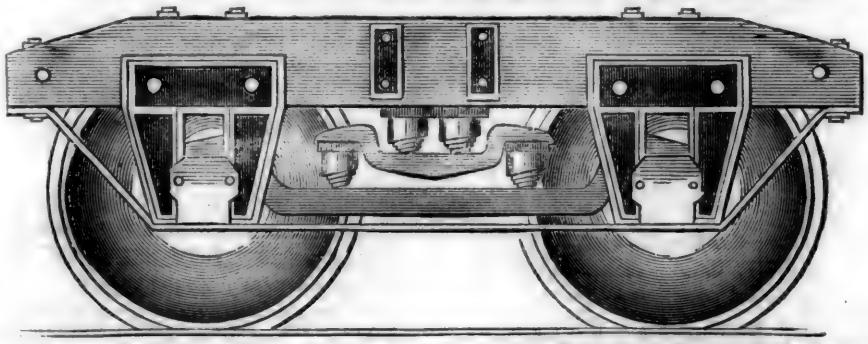
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Houston Tap and Brazoria Railroad 505
Texas and New Orleans Railroad 505
Indiana Central Railroad 506
Ohio and Mississippi Railroad 507
Fraud—Retention of the Possession of Personal Property 508
Canadian Tolls 509
New York Canals 510
Mobile and Ohio Railroad 510
Baltimore and Ohio Railroad 510
Tazewell County Bonds 510
Grand Trunk Railway 511
Railroads of the State of New York 513
New York and Erie Railroad 520
Railroads in Minnesota 520
Hudson River Railroad 521
Terre Haute, Alton and St. Louis Railroad 521
New York Central Railroad 521
Galena and Chicago Railroad 521
Watertown and Rome Railroad 522

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, June 16, 1860.

Houston Tap and Brazoria Railroad.

The Houston Tap, and the Houston, Tap and Brazoria Railroad are one and the same. The former, seven miles in length, was built by the city of Houston four years since, to connect with the Buffalo, Bayou Brazos and Colorado Railroad. When the charter of the Houston, Tap and Brazoria road was obtained, a purchase of the Tap road with its equipment was made of the city by the new company, at its original cost—130,000. From the Junction or terminus of the Tap road, the Houston, Tap and Brazoria Railroad Company have, within the past two years, completed a road to Columbia, 50 miles, at a cost of $12,000 per mile—making the whole cost of the road, including rolling stock, about $600,000. Beyond Columbia, west of the Brazos River, the road has been graded nearly 30 miles, and the iron will be laid down during the summer. The office of the Company is at Houston Texas; E. M. TAYLOR, President.

Texas and New Orleans Railroad.

We invite the attention of capitalists to the advertisement in another column of Messrs. C. CONGREVE & SON, and E. WHITEHOUSE, SON & MORRISON, of this city, offering for sale $500,000 Land Grant Mortgage bonds of this company. They are part of an issue limited to $1,500,000, secured by a mortgage upon the road bed and appurtenances of the entire line lying within the State of Texas—commencing at Houston and running thence due east to the Sabine river (the boundary line between that State and Louisiana), a distance of 106 miles. These bonds bear 8 per cent. interest, payable semi-annually, in this city; the principal re-imbursable November 1, 1878. They are further secured by mortgages upon twelve sections of land per mile, in the aggregate 12,000 square miles, or 768,000 acres. The estimated cost of the road with its appurtenances is $2,920,000. The resources of the company consist of $1,000,000 of stock, $420,000 of bonds to the State, at 6 per cent. interest, secured by a mortgage upon 70 miles of the road bed and equipment, and the $1,500,000 of bonds above referred to. The lands upon which the mortgage is based, have been donated to the company by the State of Texas, and comprise 16 sections of lands, of 640 acres each, per mile. The company has also a loan from the State of $6,000 per mile in United States 5 per cent. bonds. The following is a recapitulation of the security upon which the bonds rest, as set forth in the report of the company:

1st. They are a mortgage upon a railroad and its appurtenances of the estimated cost of $2,920,000, the net earnings of which cannot be less than $951,667, equal to 32¼ per cent. per annum.

2d. They are a mortgage upon 768,000 acres of land, given directly by the State to the company, the probable value of which will be equal to a treble redemption of the entire issue.

3d. As additional security for the prompt payment of the interest coupons—pending competition of the road for through business—are mortgaged by special trust deed, town and individually given lands, at present estimated at $600,000.

The Louisiana division of the Texas and New Orleans railroad commences at the terminus of the Texas division on the Sabine river, and runs thence to New Iberia, a distance of 115 miles. At this point it will connect with the New Orleans, Opelousas and Great Western Railroad when the latter company shall have constructed the additional 45 miles required to carry it to that point, from its present terminus at Brashear City. Contracts have already been made and arrangements entered into for the accomplishment of this object within the ensuing year. When these lines are completed, the cities of Houston and New Orleans will be brought within 14 hours of each other, and the time from the capital of Texas to New York will be reduced to 90 hours.

Up to the present time 45 miles of road have been constructed, and in every department the work is being prosecuted with an energy, which is a good earnest of completion within the present year. As illustrative of this is subjoined the sum of the report of the State Engineer of Texas to the Board of School Commissioners:

General Observations with which the detailed Report of the State Engineer of the State of Texas of his first examination of the Texas and New Orleans Railroad is concluded:

The character of the road so far as completed is decidedly good. It is as yet imperfect, as much drainage is needed to maintain the bed of the road dry and firm during the heavy rains in winter:

The road also needs ballasting and a general readjustment, yet it is decidely a good new road. The natural surface of the country being nearly a level, heavy grades are avoided, the line can at at an extremely small cost be maintained in a good condition, while the wear and tear to rolling stock will be small. The contractors have a force of about 400 hands at work upon the line of the road, and the few defects arising from hasty construction will in a very short time be entirely corrected.

The entire line of the company's road when completed will be about 223 miles in length, viz:

From the Sabine to Houston (Texas Division) .....106 miles.
Do., New Iberia (Louisiana Division)...117 "

Total distance.....223 miles.

This will give the connection with the City of New Orleans, as at New Iberia a junction is made with the New Orleans and Opelousas Railroad.

The distance from Houston to New Orleans by rail is 337 miles, which can easily be made in from 13 to 14 hours. Upon the communication being formed with the lines running north, Houston will be placed in from 84 to 90 hours' run of New York. This is no visionary result, but will be the daily practical result of the completion of this company's road. Its influences upon our state are so self-evident that no comments are necessary.

This company has its whole road and works un-

der contract, both in Texas and Louisiana. The stock and bond subscription for the Louisiana division amount to over one million of dollars, and will be increased during the present year.

In Texas, the company have now delivered on the line of the road 7,035 tons of iron, with all the requisite chairs, spikes, frogs, switch-irons, water tank fixtures, pile drivers, steam engines, and machinery for building piers and abutments, and putting up bridges. In fact, all the necessary implements and materials to insure the construction of a first-class railway with rapidity and economy. There are rails enough on the line of the road now to lay down seventy-five miles of track, besides 1,031 tons at Galveston and afloat, and advised 1,013 tons more—in all, 9,079 tons. Arrangements have been made for an additional quantity, to be shipped as rapidly as the company may need it. In addition to the iron now upon the line of the road, there are not less than 60,000 cross ties prepared and ready for laying down, and the contractors are rapidly getting out the balance needed to complete the entire Texas division of the road.

The bridges over the Neches, Trinity and San Jacinto Rivers, are now in course of construction, and are progressing at a speed to insure a speedy completion. All of these bridges are constructed on the plan of the Howe Patent Truss, the most approved wooden and iron bridges used for railway purposes.

The company have also a first-class river steamboat, the "Florilda," used for transporting the rails, machinery and other materials from the coast to the line of the road. The boat cost the company $32,000. They have also an A 1 screw steamship, the "La Crosse," used at sea for towing and lightering the iron and machinery ships, and doing other business for the company on the Texas and Louisiana coast during the construction of the road.

Seventy-five per cent. of the whole of the work upon the Texas division of this road, preparatory to laying the track, is completed, and the materials are on hand and ready for use.

Large amounts of land, and city and town lots, on the line of the road have been donated to the company by corporations and individuals, to promote the speedy and certain construction, amounting to at least $300,000, at a fair, low valuation at this time, and will rapidly enhance in value by the construction and opening of the road for public business.

Perhaps no road or corporation in the world ever presented itself to its government, asking aid and assistance, presenting a fairer record, or more worthy of patronage. Its evidences of good faith, and ability to prosecute to a successful completion the object for which its charter was granted are of such a character as to leave it no longer a question as to whether the road will ever be built, and I have no hesitation in expressing the opinion that the entire Texas division will be completed this year, unless prevented by more than the usual exigencies attendant upon railroad building, and I therefore respectfully commend this road to the favorable consideration of your honorable Board.

All of which is most respectfully submitted by

Your obedient servant

E. F. GRAY, *Civil Engineer*

Houston, April 21st, 1860.

Upon presentation of the foregoing Report, accompanied by the surveys required by law, the State authorities promptly paid over to the Company $180,000 in United States 5 per cent. Bonds, being the sum of $6,000 per mile on the first section of 30 miles of finished road. With like promptness, also, were delivered to them Land Warrants to the amount of sixteen sections, of 640 acres each, per mile—in all, 307,200 acres—which Warrants are now rapidly being located by experienced agents, on choice public domain, adjacent to the line of the road. Hereafter the Company will acquire the loan of $6,000 per mile, and the sixteen sections of land per mile, steadily on five mile sections, as they are finished. Already they are prepared to make application on a further distance of about fifteen miles. The maintenance of promptness on the part of the State may be relied upon.

This road when completed will, for some time to come, form the trunk line, over which the entire State of Texas will maintain its communication with New Orleans, and with all the States lying to the East. This fact must render it one of the leading and most productive thoroughfares in the United States. Texas has an area of something like 250,000 square miles, with a population of 600,000, which has trebbled since 1850. If must go on for a long time to come increasing, if not in the same ratio, much faster in the aggregate. It must soon become the leading Southern State in population, in the extent and value of its productions. The great market for its people will be New Orleans as soon as it can be reached.

By the time the above road is completed, there must be at least six hundred miles of completed railroad in Texas. Its numerous works are making rapid progress, and it will not be long before they will reach every well-settled portion of it. The liberal provision made by the State, renders the construction of railroads in it an easy task for its people. In no other State will they make such a rapid advance for the next ten years. Their number and importance renders this connection with the railroad system of the country a matter of public necessity.

Texas is now the great field for Southern emigration. This alone must give a large business to the proposed road. When opened, it cannot fail to become a part of a favorite and expeditious *overland* route to the Pacific. In fact, we know of no road for which there is a greater public necessity, nor hardly any that promises a more lucrative traffic.

Indiana Central Railroad.

The earnings of this road for the fiscal year ending January 1, 1860, were:

From passengers		$176,300 74
" freights		139,348 88
" mail, express, etc.		28,930 96
		$344,580 58

The disbursements were:

Repairs of track, bridges, culverts, and change of gauge of track	$31,496 30	
Repairs of engines and cars, including ch'ge of gauge of same	36,508 09	
Train hands	23,111 89	
Station expenses	23,765 12	
Wood	22,361 10	
Oil	4,308 72	
Miscellaneous	28,685 59	
		170,236 81
Net earnings		$174,343 77
Sales of lands		6,720 27
Incidental		1,599 25
		$182,643 29
Interest on 7 per ct. bonds	$42,000 00	
" 10 "	61,250 00	
" unfunded debt.	5,858 70	
Paid taxes	4,713 16	
Commission and discount	2,824 77	
Paid Dayton and Western R. R. Co.	57,137 12	
Paid 10 per ct. income bds.	7,150 00	
Incidentals	1,669 21	
		182,597 96
Balance		$45 33

The number of way passengers was 134,566; through passengers, 21,586—total, 156,152; of which 80,092 went west, and 76,060 east.

The number of miles run by trains was 297,205.

The equipment of the road consists of 19 locomotives; 15 first class passenger cars, 6 baggage cars, and 368 freight, cattle, and construction cars.

The report says:

The year, commencing with a very scanty surplus of agricultural products for transportation consequent upon the exceedingly short crop of 1858, has been a very trying one on most Western Railways, and the scantiness of freight, induced a most unwise competition at unusually low rates, and very much reduced the earnings of all lines from the freights actually carried.

The past season, along our line, we have had nearly average crops on the whole, consequently the latter part of the year the earnings increased so as to compensate for the decline in the earlier part. Products, however, owing to the absence of an active demand, were slow to move, and a large amount remained in the country to go forward during the ensuing year.

Travel has been unsually light during the entire year, owing to our population being closely engaged in producing and securing their crops, and the economy induced by the want of surplus productions, to furnish the means of travel and recreation. These causes will not continue to exist the ensuing year, and we confidently look for increased earnings from transportation of travel and freights.

Our line has been operated during the year with promptness and regularity both in the passenger and freight service, and the road-bed and superstructure have been maintained in good order.

It was deemed to the best interests of the Company, by a majority of the Board, to change the gauge of your road and of the rolling stock to four feet ten inches, to conform to the gauge of our immediate eastern connections, which was accomplished during the months of April, May and June, of last year, at a very considerable expense. It is proper to state that, in regard to the policy of the change and incurring the expense of it, there was not entire unanimity in the Board. But when it was resloved on, all united in carrying it forward to completion at the earliest day, hoping that the most sanguine anticipations of the friends of the measure might be realized.

Connected as we are with a different gauge on the one hand or the other, each has its advantages and disadvantages, and it is perhaps too early fully to decide which would be the preferable gauge for us, though we all unito in the hope that the expense incurred in the change may be more than repaid in the advantages arising from it, and in the increase of our business that was hoped for by the friends of the measure.

We have taken down, during the past year, the bridges over Flat Rock Creek at Lewisville, and over the Whitewater Valley Canal at Cambridge City, and replaced them with substantial trestle bridges, which from their cheapness yet strong character it was thought the best economy to construct.

We have also replaced decaying timbers in very many of our culverts and cattle guards, and put into our road-bed several thousand new cross ties; and we shall have to put in during the ensuing year a much larger number of new cross ties, to add to the goodness of our road and the safety of our trains.

Our iron rails have worn exceedingly well, scarcely equaled by any other rails in the country. For the first time since our line has been in operation we have had during the year about fifteen tons of our rails re-rolled at a cost of twenty-two dollars per ton, and shall probably have need to have a larger quantity re-rolled this year.

Allusion is here made to an accident which occurred in November last, by which three persons were killed, and another severely injured. The

pecuniary loss incurred by this disaster amounted to between $17,000 and $20,000.

We now have all the competing lines in operation that we may expect ever to have, and our earnings, considering the scarcity of freights and money in our country, we have held up very well, and with the more abundant freights from the crops of last year and the large pecuniary returns we feel hopeful that our earnings for the present will be materially increased.

Notwithstanding the extreme poorness of business for over one-half of the past year, our earnings from all sources show a small increase over the previous year—$344,580 58, against $342,-839 13 for 1858—and what is much more gratifying, the proportions of earnings from local business shows a steady increase over those for through business, clearly demonstrating that the strength of our line mainly lies in our local traffic, and that that traffic is developing and strengthening year by year, and that while our through business has undoubtedly reached its minimum, our local business of itself, by its increase, must add largely in the future to our aggregate earnings. In saying this much, however, we do not wish to be understood as admitting that we do not expect our through business to increase. On the contrary, with the advancing prosperity of the country we confidently think that our through business most mutually increase.

The building of Railways in the west has been in advance of the urgent needs of the country. But the country is surely advancing in improvements and wealth, and will in a short period of time reach the point at which all prudently constructed lines will be needed and will be remunerative on a fair cost of construction. The past year, poor as it was, with the extraordinary expenses incurred in changing the gauge of our line, and of the rolling stock, and damages occasioned by the accident we have before named, has yielded to us, in neat earnings, a sum that would more than pay six per cent. on all liabilities, including stock, bonds, and unfunded debts.

GENERAL BALANCE SHEET.

Construction		$1,667,039 03
Equipment		274,081 00
Bills receivable	$24,513 56	
Remittances	23,415 40	
Fuel and materials	13,955 63	
Real estate	73,180 00	
Union track and depot at Indianapolis	25,640 73	
		160,705 32
		$2,101,825 35
Capital stock		$611,050 00
7 per cent. 1st mortgage bonds		600,000 00
10 " 2d " "		552,500 00
10 " Income " "		60,300 00
Bills payable		51,283 51
Excess over liabilities		226,691 84
		$2,101,825 35

President, J. S. NEWMAN.

Directors, Charles Parry, Samuel Hannah, John S. Newman, Indianapolis; John T. White, Raysville; Williams Petty, Muncie; Jos. W. Jackson, David Commons, William S. T. Morton, Centreville.

Vice President, CHARLES PARRY.

Secretary, SAMUEL HANNAH.

Superintendent, HENRY L. POPE, Dayton, O.

A New Board for Shares of Mining Companies.

A new Board for the purpose of dealing in Stocks of Mining Companies, has recently been formed in this city by electing O. D. Ashley, of Ashley & Norris, as President; Howard Wainwright, of Seyton & Wainright, Vice-President; C. Kowalski, Treasurer, and E. Shipman, Secretary. These gentlemen are all members of the regular Stock Exchange.

Artificial Limbs.

Extraordinary Case of Substitution.—The wonderful perfection to which this art has now arrived, as a matter of common observation, is too well-known to require any special notice in ordinary cases where artificial limbs are applied. Surgery is now brought to such perfection (in cases where limbs have to be amputated, either for disease or the common accidents that are constantly occurring among such a go-ahead people as we are, (that surgeons rarely loose a patient, unless from other causes than the removal of the diseased or mutilated limb,) that this profession of supplying substitutes has become a fixed institution of the day; and we often learn that a friend is thus supplied only by a long acquaintance, or by some little accident, like treading on his toes, or grasping his hand that refuses to give the warmth, or (quite) all the movements of nature. We have just been show a case, where this branch of art really deserves more than an ordinary passing notice. A young man named Morris Force, of Plainfield, N. J., aged 12 years, had his left leg and his left arm severed from his body in August last, by being run over by the cars at that place; by the prompt and skilful treatment of the surgeon, (Dr. Stilman,) his limbs or stumps were entirely healed in less than six weeks from their removal; but he was left perfectly helpless so far as moving about, and had to be carried from place to place until he resorted to the usual remedies in such cases of artificial substitutes; with these he was supplied by a well known artizan, Mr. A. A. Marks, of No. 307 Broadway, in this city, and he now walks erect, and runs without even the aid of a cane, carries a bundle or parcel in either hand, and we venture to say that not one person in a thousand would even venture a thought (without a close scrutiny,) that he was, so far as limbs are concerned, *half artificial*. We have also a case in our own establishment; an employee had his leg amputated seven years since, only a few inches from his body; he has been on crutches until within the last fortnight, but with Mr. Marks' assistance, he is enabled to attend to his business now with the help of a cane only, in traversing the streets, and can walk from two to three miles, experiencing much less fatigue than with his crutches.—*Express.*

Ohio and Mississippi Railroad.

The annual meeting of this company was held on the 4th inst., at their office in Cincinnati. The report of the president and superintendent were presented of which the following is an abstract:

FROM THE PRESIDENTS REPORT.

By reference to the Treasurer's report, you will see that a large amount has been expended in permanent improvements; the most prominent of which is a bridge over Mill Creek, near Cincinnati, referred to in my report of last year. In that report I referred to a proposed arrangement among the creditors and stockholders for capitalization, and I was informed by the chairman of their Trustees that there are now in the trust, under the agreement to capitalize—

Second mortgage bonds	$45,000
Construction bonds	3,905,000
Income bonds	3,221,000
Stock at par	4,490,000
Claims, principally notes	364,000
Past due coupons	1,280,000
Total	$13,305,000

Upon a suit for foreclosure and sale of the road, brought by a large holder of the second mortgage bonds, the Court granted the application for a Receiver, and appointed Jos. W. Alsop as such officer on the 9th of April last, and is now acting in that capacity.

The appointment of the present President of the road abviates the necessity of any material change in its working arrangements.

The business of the past year shows a gratifying increase over that of the previous year, and, with the prospect of abundant crops, the present year bids fair to show as favorable a result.

FROM THE TREASUREE'S REPORT.

Statement of the Liabilities and Assets of the Ohio and Mississippi Railroad Company, April 30, 1860:

LIABILITIES.

Capital stock	$7,584,681	
Less pledged to city of Cincinnati to secure loan of $600,000	$1,000,000	$6,584,681 60
Loan of city of Cincinnati.		600,000 00
Loan on 1st mtg. bds. redeemable Oct. 1, 1872		2,050,000 00
Loan on 2d mtg. bonds, redeemable Oct. 1, 1880		258,000 00
Loan on construct'n bds. redeem. Mar. 1, 1876		4,242,000 00
Loan on income bonds, redeemable May 1, 1881		3,320,000 00
Bills payable on settlement of account with W H. Aspinwall and associates		360,000 00
Bill payable on temporary loans to pay 1st mtg. coupons		15,000 00
Rent of rolling power		99,878 89
Charges due to other roads	$15,930 89	
Pay-rolls and bills unsettled prior to May 1, 1860	71,975 21	
Open account unsettled.	568 46	88,474 56
Old float debt and interest	130,983 06	
Unpaid interest coupons	1,613,375 00	1,750,358 05
Total		$19,368,395 51

ASSETS.

Cost of road		$16,506,085 59
Real estate and depots		618,786 00
Equipment and rolling power		745,475 00
Telegraph line		14,542 59
Charges due from other roads		18,996 60
Bills receivable		584 00
Open account unsettled		3,264 72
Fuel and railroad ties on hand		14,808 00
Materials on hand at shops		40,529 03
Cash balance on hand		28,722 06
Uncollected Revenue:		
Due from agents	$8,682 13	
Due from General P. O.	14,706 16	
Due from Adams Express Company	2,812 50	
Due from foreign roads	32,661 79	
		58,862 58
Total		$18,051,656 17

Statement of the Revenue and Working Expenses of the Ohio and Mississippi Railroad Company, for the fiscal year ending April 30, 1860;

Revenue		$1,015,484 45
Fuel used	$72,982 65	
Transportation expenses	255,286 44	
Repairs of railway	182,537 88	
Repairs of bridges	22,414 38	
Repairs of water stations.	1 210 51	
Repairs of depots	10,289 41	
Repairs of passenger cars.	18,159 18	
Repairs of freight cars.	37,984 30	
Repairs of locomotives.	64,057 63	
Repairs of shop tools and machinery	5,000 72	
Oil, tallow and waste	16,970 67	
Books, printing and stationery	2,046 82	
Loss and damage to freight	12,502 10	
Loss, passage and baggage	5,577 02	
Cattle killed and damaged.	16,379 23	
Gratuities	1,538 19	
Interest and discount	8,355 05	
		733,292 13
Excess of revenue over expenses		$282,192 32

STATEMENT *of Construction Work for the Fiscal Year ending April* 30, 1860.

Superstructure for side tracks		$6,416 06
Ballasting road bed		19,366 63
Building Mill Creek bridge	$36,743 43	
Covering Miami bridge	5,308 60	
Building bridges at Beaver Creek	1,744 54	
		$43,766 57
Building depots, including new office	$8,024 57	
Fencing	1,385 46	
Right of way settled	9,710 33	
Water stations	239 22	
Total		$88,938 84
Less difference to telegraph line		38 01
Total		$88,900 83

REVENUE OF THE OHIO AND MISSISSIPPI RAILROAD COMPANY FROM MAY 1, 1859, TO APRIL 30, 1860.

	Passengers.	Freight.	Express.	Mail.
May	$44,450.46	23,954.09	1,771.90	3,766.67
June	47,608.41	24,242.86	1,771.90	3,850.00
July	43,012.46	20,314.13	1,771.90	3,850.00
August	60,646.93	41,394.20	1,840.05	3,850.00
Sept.	65,876.07	36,018.52	1,771.90	3,850.00
Oct'ber	55,669.30	35,911.16	1,771.90	3,850.00
Nov'br	48,393.31	39,616.38	1,771.90	3,850.00
Dec'b'r	35,863.57	35,114.60	1,850.31	3,850.00
Jan'y	37,954.51	31,189.38	1,781.78	3,850.00
Feb'ry.	33,149.46	37,839.93	1,713.25	3,850.00
March.	45,245.08	46,107.42	1,850.31	3,850.00
April	36,931.56	31,383.54	1,713.25	3,850.00
Total.	$544,801.12	403,186.31	21,380.35	46,116.67

COMPARATIVE STATEMENT OF REVENUE FOR 1858-9 AND 1859-60.

	1859-60.	1858-9.	Increase.
May	$73,953.12	$55,957.59	$17,995.53
June	77,473.17	48,645.42	28,827.75
July	68,748.49	62,005.79	6,942.70
August	97,731.18	84,914.29	12,816.89
September.	107,516.49	108,450.06	*933.57
October	37,262.36	105,049.68	*7,847.33
November	93,621.59	75,378.10	18,243.49
December	76,678.48	60,250.80	16,427.68
January	74,775.67	55,170.60	19,605.07
February	76,652.64	60,374.23	16,278.42
March	97,052.81	89,264.18	7,788.63
April	73,878.45	76,496.87	*2,618.42
Total	$1,015,484.45	$881,957.61	$144,926.16
Less decrease			11,399.32
Increase for year			$133,526.84

* Decrease.

FROM THE SUPERINTENDENT'S REPORT.

The following is an abstract of the annual report of the Superintendent for the year just closed.

The gross income of the year has been as follows:

From passengers	$544,801 12
do. freight	403,102 98
do. mail and express	67,580 35
Total	$1,015,484 45

There has been expended for operating the road:

Repairs of track, bridges, and machinery, and renewals and construction	724,937 08
Net earnings	$290,547 37

It is proper to state, remarks the Superintendent, that a very large expense has been incurred, and is included in the amount above stated, which is not fairly chargeable to the regular operation and repairs of the road, of which $12,500 was in making embankments in place of trestlework, $21,625.93 for extra renewals of cross-ties, $2,370 for two new bridges over Beaver Creek, $23,123.23 for one hundred new iron trucks for freight cars, and $9,647.11 for rubber springs, making a total of $69,266.27. This amount being deducted from the total expenditures, gives 64½ per cent. of the gross earnings as the cost of operating the road.

Gross increase for 1859 and 1860	$1,015,484 45
Gross increase for 1858 and 1859	881,957 61
Increase in 1859 and 1860	$133,526 84
Increase on passengers	52,260 45
Increase on freight	80,352 55
Increase on mail and express	813 84

The report concludes:

In closing this statement it is proper to add that there has been, during the past year, a general and decided improvement in the condition of the road-bed, superstructures, machinery, and cars. To this fact, may, to a considerable extent, be attributed the large relative proportion which the operating and general expenses bear to the earnings. These can in future be materially reduced, and at the same time the effective value of the road be fully maintained.

There has been a steady increase in the local business of the road; and there should be better facilities for this traffic afforded at various points; more convenient arrangements at stations should be made, and I would recommend a revision of the local freight and passenger tariff.

After the reading of the reports the following Board of Directors were elected for the ensuing year: Larz Anderson, James Hall, Wm. W. Scarborough, C. D. Coffin, E. Flint, H. C. Lord, Wm. H. Clement, James Torrence, S. W. Pomeroy, Jas. D. Lehmer, James C. Hall, Cincinnati; Theodore Gazlay, Lawrenceburg; Wm. H. Aspinwall, E. Bartlett, S. W. Comstock, F. Schuchardt, E. Delano, Wm. Whitewright, Jr., J. W. Alsop, New York; H. D. Bacon, Louis B. Parsons, St. Louis.

President, J. W. ALSOP.
Vice-President, E. FLINT.
Secretary, SAMUEL TREVOR.
Treasurer, CHARLES S. CONE.

The American Pump.

About a year since, after an examination of the above invention, we gave in our columns a favorable notice of it, since which ample time has been afforded to test its real merits, which we learn has been successfully done in almost every section of the Union. At the beautiful residence upon the site of old Fort Independence, near Kingsbridge, owned by Wm. O. Giles, Esq., (of the house of of Andrews, Giles & Co., 100 Chambers street,) one of these pumps has lately been put in operation. It is set in a reservoir, supplied by two memorable springs. By invitation, on Saturday last, in company with Mr. James M. Edney, we visited the above locality for the purpose of witnessing the operation of this pump. While present, Mr. Edney and Mr. Giles measured the distance from the spring to the house, which was found to be *eight hundred and sixty-two feet*, and the perpendicular elevation was *one hundred and fifty-eight feet*. They then put the pump in operation, and through a three-quater inch pipe, (which was very much against the pump, being too small,) forced over five gallons of water a minute the above distance and height, by two men, by one man, and Mr. Edney worked the pump *alone with one hand*. Mr. Edney has such confidence in the pump that he will guarantee that two men will elevate water two hundred and fifty feet and carry it horizontally, one thousand or more feet. We have no hesitation in pronouncing it one of the most ingenious inventions in the way of hydraulics ever constructed. It can, in all ordinary depths, be worked with the greatest ease by a small boy, and its simplicity, durability, cheapness and adaptation for forcing water up to almost any height, gives it a decided advantage over the majority of other inventions made for this purpose. A man can put it on his shoulder and carry it almost any distance. The public have only to witness the operation of this pump to be convinced that too much cannot be said in commendation of it. Those who have experienced a difficulty in getting water up into high buildings, or to great elevations, or who wish to obtain something of a substantial nature, at a trifling expense, easily worked by hand or power, will find in the American Pump all they need combined, for it discharges at any number of given points, and throws water by hose from 30 to 40 feet by hand. Full drawings and prices will be sent free by addressing James M. Edney, 147 Chambers street, N. Y.—*N. Y. Express.*

Journal of Railroad Law.

FRAUD, RETENTION OF THE POSSESSION OF PERSONAL PROPERTY; EFFECT OF AS EVIDENCE OF FRAUD.

We find a somewhat interesting case reported in the last number of the Pennsylvania reports; in which the Baltimore and Ohio Railroad Company were defendants and one Solomon Hoge was plaintiff. The plaintiff had a judgment against the firm of Pettibone, Hoban & Co. who were contractors upon section No. 163 of the defendants' road situated in the State of Virginia; and in order to collect the same, issued an attachment upon property in the State of Pennsylvania, which he claimed belonged to Pettibone, Hoban & Co., and consequently applicable to the satisfaction of his claim; and which the Baltimore and Ohio Railroad Company claimed as their own property, by virtue of a sale of the property by Pettibone, Hoban & Co. to them.

To substantiate their claim, the defendants put in evidence a written agreement executed the 2d day of September 1852, by which Pettibone, Hoban & Co. agreed to sell, and the defendants agreed to purchase the property in question at a fair valuation, which valuation so far as not determined at the time of making the inventory thereof was to be ascertained by subsequent appraisement in the manner set forth in the agreement. There was no delivery of the property under this contract, but the vendors remained in possession, using and controlling it as before; but a schedule thereof was made out and signed by Pettibone, Hoban & Co., and at the same time, an estimate of its value was signed by Charles P. Manning, the company's agent. On the sixth of September, 1852, Manning paid Henry Pettibone $8,000 for which the following receipt was given:

WHEELING, September 6, 1852.

Received of Charles P. Manning, Esq., engineer of the 6th division of the Baltimore and Ohio Railroad Co. the sum of eight thousand dollars, on account of the purchase money agreed to be paid to Patrick Hoban, William Streater, and myself, for the stock of horses and other property on section No. 163 of the road of said company, under the contract dated 2d Sept. 1852; *and also on account of any balance that may be due to me under my contract for the construction of said section.*

H. PETTIBONE.

Upon the trial of the cause the court charged the jury in reference to this receipt as follows:

"It is for the court to put construction upon all written instruments; but their effect or bearing upon the case, as facts is for a jury. We cannot say that the terms of this receipt are inconsistent with a fair and *bona fide* sale; but still, as the receipt would authorize the application of a part of the same otherwise than to the property attached, it rests with the jury to say with what design."

To this portion of the charge, as well as others, the defendants excepted; and a verdict and judgment having been rendered for the plaintiff for

$361 30, they removed the cause to the Supreme Court. The following is the opinion of the court affirming the judgment of the lower tribunal.

THOMPSON, J. The retained possession of the property by the vendors Pettibone, Hoban & Co., made a *prima facie* case of fraud between them and the vendees so far as creditors were concerned. This is the rule by the laws of Virginia; and that being the *locus contractus*, and also that being the *situs* of the property in question, we are to be governed by it. These facts having been shown, it became necessary for the defendants to rebut the presumption of fraud arising out of the circumstance of retained possession. This they endeavored to do by putting in evidence a written contract of the sale, accompanied by the testimony of witnesses as to the time, mode, and manner of making it, the taking a schedule, and the fixing an approximate estimate of the value of it. This was for the purpose of divesting the transaction of the taint arising from the retained possession by the vendors. In this connection and for the same purpose, they also gave in evidence a receipt for the payment of $8,000 to the vendors, alleging that it was a payment of the property; in which it is stated to be "for the stock of horses and other property on section No. 163 of the road of said company, under the contract of September 2d, 1852, and also on account of any balance that may be due to me under my contract for the construction of said section."

After the defendants closed their case, the plaintiff rebutted and gave evidence tending to show a larger indebtedness on part of the railroad company, to Pettibone, Hoban & Co., for work done, that the sum paid them, for which the receipt was given, and also that the approximate estimate of the property $8,000 was from $1,000 to $4,000 below its actual value; that the possession remained unchanged up to and even after the payment of the money, and until the attachment was served, and proved by one or two witnesses in contradiction of the terms of the contract, that the possession of the horses, the property attached, was not to be delivered to the defendants, until their value was ascertained in the manner provided for in the agreement, and that it had never been so ascertained. In conclusion, the plaintiff claimed, that the form of the receipt was evidence on the question of fraud for him; that it served to show that, although by the terms of the contract it was agreed that the horses were delivered, yet that, as between the parties this was not the true state of the case, but that the sale was only conditional, as testified to by witnesses and corroborated by the other facts in the case, and especially the retention of the possession by the vendors, and their contracting for their pasturage after the payment of the money was made in whole or in part on the indebtedness for the work done, and that if there was fraud in this assumption of payment on the price of the horses, it might be considered by the jury, as a circumstance, evincive of fraud in the origin of the alleged sale. We think it was a circumstance to be considered by the jury. The sale was a secret in the neighborhood of the work, and everywhere else, for what we know. It was dated on the 2d September, 1852. The property was used and cared for in the same way, by the same owners, up to the 10th of September, although it was alleged to have been sold and paid for; and on that day it was removed from the work by the same parties, under a contract for pasturage to be paid for by them for an indefinite period. Farmers and millers furnished provisions to their men as contractors, and feed for their cattle without any knowledge of a sale or relinquishment of the railroad contract by them; and it would seem that part, at least, if not all, of the plaintiff's claim was for flour and feed furnished after the sale, and some of it after the alleged payment of the money, in entire ignorance of what had taken place. To hold under such circumstances, that the receipt was to have no influence or bearing, in determining whether the payment was not on different consideration from that assumed by the defendants, and that it was made to operate as a cover of a mere conditional sale, and that nothing in fact, so far as the horses were concerned, had passed by, the contract would be to exclude what no rule would justify, either at the present or in any former state of the law in cases of fraud.

Fraudulent receipts for payment have always been circumstances in testing the covinous design in the original transaction. This was the rule invoked here, and whether the matter turned out to be fair or false, the jury had a right to consider the aspect claimed by the plaintiff upon the evidence in the case.

It is a great error, generally insisted on by defendants, in cases involving questions of fraud, that each item of testimony is to be tested by its own individual intrinsic force, without reference to anything else in the case; and, if on such a test it does not prove fraud, it must be excluded. The system of destroying in detail, forces designed for concentrated action, does well, doubtless, in military operation; but a skilful general never suffers such a disastrous result, except when he cannot prevent it; courts have the power and must prevent such a system of assault, otherwise fraud would ever be victorious. It is a subtle element, and is to be traced out, if at all, by the small indices discoverable by the wayside where it travels; and to enable courts and juries to detect it, they must, in most cases, aggregate many small items, before the true features of it are discoverable. Hence it is, that great latitude in the investigation, is a rule never departed from in such cases. This rule is elementary, and a citation of authorities to prove it, would not only be useless but superfluous. In these views we are expressing no opinion on the question of the existence of fraud in this case, but simply justifying the learned judge in the views he expressed in regard to the receipt in question, and we see no error in them.

The 3rd and 4th assignments of error are substantially the same thing. They are based upon the refusal of the court below to charge that the evidence on part of the plaintiff was trivial and not sufficient to establish a case of fraud, in the transaction between the defendants and the vendors of the horses, and creditors. The court could not, without palpable error, have so charged. The retained possession of the property by the vendors was *prima facie* fraudulent, by the law of the place of the contract. This was claimed to be rebutted by the evidence on part of the defendants, consisting of matters of fact exclusively. Who was to judge of the truth and efficiency of the evidence to overturn the *prima facie* case of fraud, but the jury? The facts relied on as having this effect, were not admitted facts, but disputed most earnestly by the plaintiff. The jury must, therefore, necessarily pass on this part of the case. The court could not. But the defendant had a case, on evidence that, he claimed, answered the defendants' evidence, and confirmed the fact of fraud. There were many facts including those already mentioned and others, tending to show the transaction colorable, as he claimed, and which no court could say, were not so. They were, therefore, in their effect on the case, clearly within the legitimate province of the jury to pass upon. There is a class of cases in which the rules in regard to the submission of facts to the exclusive action of the jury seems properly to be more restricted than formerly—cases of trust—parol sales of land—contracts between children and parents for compensation for services, and the like. In these and other cases of the kind, it has been held to be the duty of courts, not to submit evidence, insufficient, even if true, on which to found a recovery. But this is not one of that class or kindred class of cases. Here the jury are not only to judge of the truth of the evidence, but of its sufficiency to satisfy their minds. They are not only to find the facts, but the inferences fairly deducible from them. I do not say in such a case, that if there was but a spark of evidence, so insufficient in the mind of the judge that he would feel bound to grant a new trial, if it were made a basis of a recovery, that he would err in withdrawing it from the jury. But in cases like the present, such a power should be exercise with great caution. We are clear in this case, that the court below was right in refusing to charge as requested, and in submitting the evidence to the jury.

Canadian Canal Tolls.

The following are the new regulations for the payment of tolls on the Canadian Canals, which we publish for the benefit of vessel owners and others. It is provided that: Through all, each and every of the following canals, locks and several sections thereof, viz:

The St. Lawrence Canal; the Rideau, Catilion and Greenville Canals; the St. Anne's lock, and the Burlington Bay Canal, vessels and goods shall pass toll free, up or down, whether such vessels be American or Canadian, both of which will be entitled to the same exemption, on their conforming to such regulations and orders as may be from time to time, made by the department of the Minister of Finance in reference to the passage through all or any of the above mentioned canals or locks.

That with regard to the Welland Canal, all vessels and goods going through or using that canal, shall continue to pay the tolls at the rates charged by the existing tariff—but, of the tolls so paid, 90 per cent. shall be refunded whenever the vessel and goods that shall have so paid toll on the Welland Canal, shall enter the St. Lawrence Canals, or report inwards, and enter the goods at any Canadian port on Lake Ontario or on the St. Lawrence.

The vessels and goods passing through the Welland Canal and entering at a Canadian port, before they shall be considered as entitled to be refunded the 90 per cent. on the Welland Canal tolls, shall make such declaration and execute such bonds as the proper department may require, that the goods landed at such Canadian ports are *bona fide* intended, and landed for consumption in Canada, or to be shipped via the St. Lawrence, and the owners and masters of such vessels shall otherwise conform to such regulations as may be con-

sidered necessary and be established to prevent any evasion of the conditions upon which such 90 per cent. of the tolls is to be refunded.

That vessels and cargoes passing upwards through the Welland Canal shall be treated in the same manner as vessels and goods passing downwards, that is to say: that such vessels and cargoes if hailing from a Canadian port, or which shall have come up through the St. Lawrence Canal, shall be charged ten per cent. only of the rates of toll authorized by the present tariff, upon the master of such vessel producing such evidence of his having come through the St. Lawrence Canal, or of his hailing from a Canadian port, as may be required by the proper officer at the Welland Canal. —*Buffalo Com. Adv.*

New York Canals.

Tolls received on all the Canals of this State in April, 1859	$69,879 46
Do. do. 1860	49,763 15
Decrease in April, 1860	$20,116 32
Tolls received on all the Canals of the State in May, 1860	$359.806 19
Do. do. 1859	203,536 78
Increase in May, 1860, over May, 1859	$156,269 41
Whole amount of Tolls received from the opening of navigation in April to the end of May, 1860	$409,569 33
Do. do. 1859	273,416 24
Net increase during the season	$136,154 09
Amount of Tolls received at the Buffalo office from the opening of navigation to June 1, 1860	$149,199 69
Do. do. at the Oswego office	63,149 48
Tolls received on Champlain Canal to June 1, 1860	$21,953 55
Do. do. to June, 1859	21,864 50
Excess in 1860	$0,089 05
Total receipts at the three tide-water offices from the opening of navigation to June 1, 1860	$54,078 16

The Tolls received on all the Canals of the State from the opening of navigation to June 1st, in ten years, have been:—

1860	$409,569
1859	273,415
1858	354,285
1857	217,343
1856	242,131
1855	398,166
1854	503,162
1853	593,561
1852	545,200
1851	773,330

Railroads and Telegraph Lines in the Island of Cuba.

Alluding to the railroads already finished, and those in course of construction, the Havanna *Messenger* remarks:

"Our readers abroad may be able to form an idea of the progress of our Island by our merely mentioning the fact that the different railroads now finished and in the course of construction throughout the country, are *twenty-seven* in number, and comprise altogether 13,315,522 kilometers, (about 818 English miles,) of which at least 500 miles are in full operation. The whole amount thus far invested on these railroad lines, up to last year, was $17,027,414.66; and according to the statistics published, they yielded in 1858 the sum of $3,386,840. The principal line—the first ever constructed (from this city to Guines, and now extending to La Union,) was commenced in November, 1835; the line from Cardenas to Macagua was started in 1838, and the Jucaro Railroad in 1839. All the others have been traced and commenced since 1840. The establishment of the magnetic telegraph in this Island keeps pace with all other improvements, and we now have a continued line, divided into three sections, making in all a full distance of 510½ kilometers. The first section comprises 12 stations, the second five.

Mobile and Ohio Railroad.

Comparative statement of earnings, net revenue, and average length of road in operation, from February 1st, 1852, to 31st December, 1859, inclusive:

Year.	Earnings from Public Traffic.	Expenses.
South Division.		
1852	$22,454 33	$21,265 76
1853	30,165 81	23,321 81
1854*	59,367 45	45,433 15
1855	199,932 96	90,096 72
1856	421,328 68	202,102 05
1857	554,382 34	275,953 56
1858	751,880 97	331,649 06
1859	973,965 99	401,731 96
	$3,013 478 53	$1,391,554 07
North Division.		
1858 and 1859	164,528 34	85,381 91
Total	$3,178,006 87	$1,476,935 98

Year.	Net revenue.	Earnings charged to construction.†	Average length of road in operation.
South Div.			
1852	$1,188 57	.....	21½ miles.
1853	6,844 00	$11,992 30	33 "
1854*	13,934 30	35,546 30	60 "
1855	109,836 24	53,566 00	118 "
1856	219,226 63	43,604 00	180 "
1857	278,428 78	35,040 00	204 "
1858	420,231 91	.....	232 "
1859	572,234 03	67,545 93	241 "
	$1,621,924 46	$247,294 53	
N. Div.			
1858 and 1859	79,146 43	14,390 00	87 m. operated from Nov. 13, '58
Total	$1,701,070 89	$261,684 53	to Dec. 31, '9

* Eleven months.

† Not included in earnings from public traffic.

Statement of the Performance and Cost of Locomotive Engines on the Baltimore and Ohio Railroad for April, 1860.

	First Div'n	Sec'd Div'n	Third Div'n	Fourth Div'n
Number of passenger engines	8	5	3*	8
Average No. of miles run by each engine	2,622	2,298	2,638	2,594
Miles run to one cord wood (lighting fires)	1,525	1,332	2,628	827
Pounds of coal consumed per mile run, quart of oil	41.9	48.2	48.6	42.0
Cost of repairs per mile run, do.	19.3	27.8	67.6†	26.0
do. fuel	2.5	7.2	2.2	3.5
do. stores	2.5	2.1	5.1	8.2
Total cost	0.6	0.6	0.5	0.7
Number of tonnage engines (includ'g switching engines)	57	84	82	16
Average No. of miles run by each engine	1,660	1,661	1,033	1,422
Miles run to one cord wood (lighting fires)	629	928	1,862	328
Pounds of coal consumed per mile run, do.	24.6	29.6	24.2	22.8
Cost of repairs per mile run, do.	5.8	9.9	7.8	7.4
do. fuel	4.2	6.7	8.7	4.3
do. stores	0.8	0.8	0.9	1.1
Total cost	12.4	9.9	9.2	10.3

* Ten-wheel engines, weighing 60,000 pounds.

† Coal and coke, about equal quantities of each.

Tazewell County Bonds.

The late decision in the Peoria Circuit Court of Illinois is attracting much notice, as affecting the validity of county, city and town bonds of that State, issued under the general law of November, 1849. This law of 1849 authorizes counties, cities and towns to issue their bonds for any amount not exceeding $100,000 each, bearing interest not exceeding ten per cent., but is silent about the place of payment of principal or interest. Under this law many corporate bonds in aid of railroads have been issued, and sold in good faith, payable in New York, and their validity has not been questioned until very lately.

In 1853, Tazewell County, Illinois, voted $25,000 in aid of the Peoria and Oquawka Railroad Company, payable in New York. In 1858 the company tendered their stock and demanded the bonds to be issued and delivered. The county refused, and the company then applied to the Supreme Court for a mandamus to compel Tazewell County to issue the bonds. In defense, the officers of the company, among other things, set up that the vote to make the bonds payable in New York was unauthorized by law, and that therefore the county could not be compelled to issue them. The Supreme Court of Illinois sustained this objection, and denied the mandamus. The court also went further and decided that all bonds, whose principal or interest was made payable elsewhere than at the treasury of the corporation issuing them, were illegal, and their payment could not be enforced.

The Peoria Circuit Court, in December, 1859, in a suit brought by Johnson, to recover interest on $50,000 of Stark County bonds, payable in New York, issued in aid of the "Western Air Line Railroad Company," following the decision of the Supreme Court in said mandamus case, decided against the plaintiff on the single point that the interest was payable in New York, and that in issuing them the officers of Stark County violated the law of 1849, above referred to. The gist of the mandamus case, it will be seen, was against compelling Tazewell County to issue bonds, and not against the validity of bonds already issued. And the opinion of the judge making that decision, so far as it relates to the validity of bonds issued under the law of 1849, which were payable at New York, was a mere *obiter dictum*. Another point was made in the mandamus case, upon which the court laid much stress, to wit, that under the law of 1854, amending the law of 1849, the officers of the county have a large discretion, and may issue the "whole or any part of the bonds" voted by the county, and as the railroad company demanded the whole amount, the officers had a right to resist the demand.

The Peoria Circuit Court, however, covers the broad ground that all bonds issued under the general law of 1849, payable elsewhere than in the particular county, were illegal, and is, in fact, based upon the mere *obiter dictum* of the Supreme Court in said mandamus.

Besides, by a law of Illinois of February 16, 1857, it is provided, "that it shall be lawful for any person or corporation, borrowing money in the State, to make notes, bonds, bills, drafts, acceptances, mortgages or other securities for the payment of principal or interest, at the rates authorized by the laws of this State, payable at any place where the parties may agree."

This law covers all bonds issued since February 16, 1857. And it will be seen that the mandamus case upon which the Peoria Circuit Court based its decision, arose upon a vote to issue bonds taken in 1853. Whether the Stark County bonds were issued since February 16, 1857, does not appear, and it is worthy of remark that the Peoria Circuit Court in its decision makes no reference to this law of February 16, 1857, which justifies the inference that these Stark County bonds were issued prior to that date.

The opinions of some of the best lawyers of Illinois sustain the validity of all these bonds issued in good faith under the law of 1849. No State is more prosperous than Illinois. Her whole debt is

only about nine millions of dollars, ($9,000,000,) and this, by her sinking fund, will all be liquidated in six or eight years. Repudiation is strongly repugnant to the people of that State, and it is believed that the Supreme Court, on appeal, will reverse this decision in the Peoria Circuit Court, thus effectually setting at rest all doubts as to the validity of the county bonds now held so largely by Eastern capitalists.

Locomotive Car.

The following is a description of a locomotive and car combined now being constructed for the Pittsburg, Fort Wayne and Chicago Railroad Company. It is designed for local traffic on short distances.

The car contains seats for 100 passengers, and room for about three tons of baggage. The weight of the car and engine, without load, is 13½ tons. One cord of wood is used in running 125 miles, and the whole expense of running, including the payment of all the men employed on the car and engine, is less than one-third of the expense, per mile, of an ordinary train of the same capacity. The locomotive car will make the speed now adopted by the railroads of this country either on express or accommodation trains, and will pass easily over any grade where the locomotive engine can be used.

It is manifest that the wear and tear of the iron and track will be very small with the locomotive car, as compared with the ordinary train; the first weighing in no case, over 13½ tons, and the last from 75 to 80 tons. So that the cost of running is not only very much less, but the cost of repairs and renewals of iron is decreased in the same degree. The additional weight on the drivers is in proportion to the load, each passenger and each trunk adding directly to it. It will also be seen that the momentum of a train of this weight (13½ tons) will be small compared with a train of 75 or 80 tons; and that, as a consequence, the locomotive car can be brought to a stop quicker, and hence is safer. It is also demonstrable that, as there are fewer number of parts about this machine, it is much less liable to accident, or to get out of repair than the machinery as now constructed.

The patentees say that they are prepared to execute orders for the construction of the locomotive iron car on any scale required. In order that there may be no risk run by those Companies who desire to avail themselves of the economical results arising from the use of it, the inventors will guarantee that it shall not cost to exceed 15 cents per mile to run it, and will make a large proportion of the payments dependent on the guarantee. While they will guarantee that the cost per mile shall not be over the figures stated, they have no hesitation in saying that the actual cost per mile, on each run of 100 miles, or over, per day, will not be over 10 cents per mile run.

Continuation of the Grand Trunk Railway to the Pacific.

Messrs. Beachell, confidential and financial agent of the Grand Trunk Railway Company, and Bell, President of the Prescott and Ottawa (Canada) Railroad Company, visited Menasha and Neenah recently, for the purpose of informing themselves in regard to the commerce, manufacturing and business of Lake Winnebago, Wolf and Fox River countries, with a view of finding a route across Northern Wisconsin to push the Grand Trunk road to the Pacific. The Colonial surveyors have decided that the route north of Lake Superior is impracticable, and they have resolved to adopt the route across Northern Michigan to Pere Marquette, and from Manitowoc to St. Paul, thence through the British possessions to the Pacific. They express themselves highly gratified with the prospects of the proposed route, and agreeably surprised with this portion of the State, its excellent soil, commercial and manufacturing advantages, and the important business and other facilities it offers this great project.—*Milwaukee Free Democrat.*

Grand Trunk Railway.

The sixth annual meeting of the stockholders was held at Montreal on the 30th ult. A report was made by which it appears that for the half year ending December 31st, the

Total receipts were	$1,376,970
" Expenditures	1,121,518
Balance to credit of revenue	$ 255,452

In the locomotive department for the same period a saving in the train mileage of $11,268, and in the car mileage of $9,121 had been effected, whilst the condition and capacity of the rolling stock had been fully kept up.

The report further states that since the last meeting of the shareholders, held in London, March 30th, 1860, at which the terms provisionally agreed upon for the lease of the C. D. & C. G. T. J. Railway were announced, it had been found necessary to modify those terms by securing to the leasing Company a rent at the rate of 8 per cent. per annum on the share capital for a limited period, after which the rent will be 6 per cent. with a contingent increase up to 8 per cent. as originally proposed.

The President, Hon. John Ross, in moving for the adoption of the report; said that it was true that since the meeting of the shareholders in London the traffic of the railway had largely increased, and he had no doubt but the receipts would reach $100,000 per week within the next twelve months, if the country were blessed with an abundant harvest, of which there is now every promise. There must be some temporary falling off in the traffic for three or four months during the months of May and June; but the increase would then show what the line could really do, and he believed would soon realize the full expectations of those who had invested in the enterprise.

The report was then adopted.

At a special meeting held later in the day, it was determined to increase the capital by raising by bonds or shares, the sum of £1,500,000 sterling. It was also

Resolved, That the agreement now produced, for a lease of the Chicago, Detroit and Canada Grand Trunk Junction Railway Company to the Grand Trunk Railway Company of Canada for the term of 999 years be, and the same is hereby approved, and that a lease of the undertaking be accepted by this company so soon as the Chicago, Detroit and Grand Trunk Junction Railroad Company have obtained the needful Parliamentary authority to grant the same, and that the Directors take all needful steps and affix the seal of the company to all necessary deeds for the purpose of carrying out the arrangement.—*Detroit Tribune.*

California Indebtedness.

As much interest attaches to the law passed during the last moments of the late Legislature, authorizing the funding of the floating indebtedness of the State, providing the popular vote at the next State election shall sanction such a method of disposing of this indebtedness, it may not be improper to recapitulate briefly the leading features of the act, which has just gained publicity. The law provides that the Secretary of the Treasury shall prepare suitable bonds of the State, not to exceed $200,000, bearing interest at the rate of 7 per cent. per annum from date of issue, payable at the office of the State Treasurer on the 1st day of Jan. 1880—the interest, on and after Jan. 1, 1862, being payable semi-annually on the 1st of January and July, at the office of said State Treasurer. For the creation of a fund to meet the bonds and the interest accruing thereon, an annual tax of 1¼c. on every hundred dollars of the assessed value of real and personal property is to be levied. Also, all moneys that may be received from the United States Government on account of the "Civil Fund," so called, are pledged for a like purpose

When a surplus of $10,000 has accrued over and above the payment of interest, at any time, public notice is to be given of the readiness of the Treasurer to redeem that amount of bonds at a rate not to exceed par. The claims subject to funding are: 1st, Civil bonds issued under the Funding acts of 1851, '52; '53; '54; '55 and '56, which are now outstanding, with interest on the same; 2d, Controller's warrants drawn under sanction of law, for civil expenses, prior to January 1, 1857, now outstanding and upaid; and 3d, Just or legal claims against the State, accrued prior to January 1, 1857, and which have been or may be allowed and audited by act of Legislature. The claims thus specified may be submitted for funding prior to January 1, 1862, but not afterward, and all claims not presented by that time shall be for ever debarred. This act, if approved by the people, shall take effect January 1, 1861.—*Shipping List.*

Railroad Earnings.

The earnings of the New York Central Railroad for eight months have been as follows:

	1859-'60.	1858-'9.
October	$720,202	$657,727
November	652,406	595,213
December	520,396	506,406
January	387,128	382,516
February	402,530	372,224
March	554,339	512,699
April	580,131	486,697
May	534,329	412,665
Total	$4,351,461	$3,926,147
Increase two-thirds fiscal year		$425,314

The increase is equal to 1¾ per cent. on the capital stock.

The gross earnings of the Panama Railroad for the month of May, 1860, were as follows:

Passengers	$73,677 75
Freight, merchandise	34,535 47
Freight, treasure	10,835 22
Mails	8,333 33
Total	$127,381 77

The Milwaukee and Mississippi earnings for May, 1860, were on

Passengers	$14,851
Freight	41,620
Mails	2,937
Total	$59,408
May, 1859	59,312
Increase	$96

The receipts of the Harlem Railroad for the month of May were as follows:

1859	$91,868 62
1860	89,577 81
Decrease	$2,290 81

This apparent decrease results from the charges for two months of connecting roads being deducted at this time instead of one. The business of the month itself shows a gain over last year o $827 69. The receipts and expenses for the first eight months of the fiscal year (Oct. to June), were

	8 mos. ending May 31, 1859.	8 mos. ending May 31, 1860.
Receipts	$698,556 66	$739,514 44
Expenses	480,006 71	461,783 18
Net profit	$218,549 95	$277,734 26

Showing an increase in receipts of $40,960 78, and a decrease of expenses of $18,223 53, making a net improvement in eight months of $59,184 41. Extensive repairs have at the same time been made in the track and rolling stock, both of which are now in good order. Every train upon the road is now run with coal burning engines. The saving in fuel in consequence of the reduction of the mileage and the use of coal has been very great. In 1854-5, the item of coal amounted to $129,349; in 1855-6, to $130,961; in 1859, to $61,155, and for the present year it will not exceed

$55,000—showing a saving in this item alone of $75,000 over previous years.

The statement of the Illinois Central Railroad Company for May, 1860, is as follows:

Land Department.

2,994.57 acres sold for $44,790.		
12,320.28 " " since Jan. 1.	$193,805	91
1,237,260.55 " " previously	15,735,837	02
1,249,580.78 " " Total	$15,929,642	93
Bonds canceled in May	$38,000	00
" " previously	1,615,000	00
Total Bonds canceled up to May 31, 1860	$1,653,000	00
Cash receipts in May, 1860	$56,066	21
Total cash and bonds received to May 31, 1860	$3,529,000	25

Traffic Department.

Receipts from passengers	$69,712	37
Do. freight	181,759	05
Do. mails	6,858	33
Do. rent of road	5,500	00
Do. other sources	3,372	77
Total receipts for May, 1860	$217,202	52
Do. do. 1859	141,680	35
Increase	$75,522	17
Total receipts since Jan. 1, 1860	$996,027	57
Do. correspond'g period,'59	711,600	03
Increase	$284,427	54

The earnings of the Dayton and Michigan Railroad for May were as follows:

Passengers	$10,478 70
Freight	19,047 39
Mails and express	2,602 22
Total	$32,128 31

This aggregate is some three or four thousand dollars more than the earnings of April.

The receipts of the Indianapolis and Cincinnati road during the month of May were as follows, compared with the same month last year:

	1860.	1859.
Passengers	$14,100 00	$12,808 00
Freight	59,816 04	15,285 00
Mail and express	1,465 00	1,425 00
Total	$35,381 04	$29,518 00

The increase over last year, as shown by these figures, amounts to $5,863 04.

The earnings of the Michigan Southern Railroad for May, 1860 were $179,997 75
May, 1859 138,084 14
Increase $41,913 61

The following is an approximate statement of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of May, compared with the same period of last year, viz:

	1860.	1859.
From freight	$98,560 66	$54,374 96
" passengers	71,448 67	67,870 16
" express	2,700 00	3,300 06
" mails	7,825 00	7,825 00
" rent of road	7,083 33	5,500 00
" miscellaneous		197 67
Total	$187,617 66	$138,567 85
Increase		$49,049 81
Earnings Jan. 1 to June 1, 1860	$855,003 48	
Do. do. 1859	695,747 97	
Increase	$159,255 51	

The Macon and Western receipts for May were:

1860	$23,119 53
1859	21,810 36
Increase	$1,309 17

The earnings of the Housatonic Railroad Company in the month of May, 1860, foot up $26,642 43
May, 1859 24,019 53
Showing an increase of $2,622 90

The receipts of the Grand Trunk Railway of Canada for the week ending May 26, were $56,845 27
Week ending May 28, 1859 41,833 83
Increase $15,011 44
Total traffic from July 1st, 1859 $2,636,500 53
Same period last year 2,071,814 17
Increase $564,686 36

The following are the earnings of the New York and New Haven Railroad for May, 1860:

Receipts from passengers	$90,911 23
Receipts from freight, estimated	15,500 00
Total	$106,411 23
Less due other roads	28,763 86
Net receipts	$77,647 37
Receipts in May, 1859	77,446 63
Increase	$200 69

The traffic of the Great Western Railway of Canada for the week ending June 1, 1860, was as follows:

Passengers	$17,022 82
Freight and live stock	12,342 93
Mails and sundries	1,197 63
Total	$30,563 39
Corresponding week last year	31,707 71
Decrease	$1,144 32

The operations of the Cleveland and Mahoning Railroad Company for May were as follows:

	1859.	1860.
Gross earnings	$16,707 82	$26,088 94
Expenses	7,801 15	10,737 30
Net earnings	$8,906 67	$15,351 64
Increase in 1860		$6,444 97

The earnings of the Macon and Western road for May were:

1860	$23,119 53
1859	21,810 36
Increase	$1,309 17

The receipts of the Grand Trunk Railway of Canada, for the week ending June 2nd, 1860, were $63,378 16
Corresponding week, 1859 40,386 61
Increase $22,991 55
Total traffic from July 1, 1859 $2,699,878 70
Do. for same period last y.. 2,112,200 78
Increase $587,677 92

The earnings of the Hannibal and St. Joseph Railroad for May were:

Passengers	$52,331 82
Freight	48,678 42
Miscellaneous	3,840 06
	$104,849 70

The earnings of the Chicago and Northwestern Railroad for May were:

Passengers, Mails and express	$25,451 03
Freight	36,676 95
Total	$62,127 98
Same month last year	27,882 28
Increase	$34,245 70

The following are the approximate earnings of the Eastern Division of the Ohio and Mississippi Railroad for the month of May, compared with the same period last year:

	1860.	1859.
Passengers	$44,869 75	$44,460 46
Freight	22,960 21	23,954 09
Express	1,850 31	1,771 90
Mail	3,850 00	3,766 67
	$73,530 27	$73,953 12

The total decrease is $422.85, which is almost entirely on the passenger traffic. The diversions of the through business by the Terre Haute and Alton route, accounts for the falling off in the passenger earnings.

The earnings of the Central Railroad Company of New Jersey, for the months of May, 1860, were $109,453 39
Same month last year 84,191 06
Increase, 30 per cent. $25,262 33

The earnings of the Norwich and Worcester Railroad for May, 1859 and 1860, were:

	1859.	1860.
Passengers	$10,166 05	$9,656 84
Freight	17,462 88	20,383 95
Total	$27,618 88	$30,040 79
Gain over 1859		$2,411 91

The earnings of the Michigan Central Railroad for May were $158,599 98
May, 1859 127,145 77
Increase $31,364 21

The earnings of the Stonington Road for the fiscal year, thus far, have been $175,378 80
Previous year. 162,165 73
Increase, 1859-60 $13,213 07

The following are the earnings of the Great Western Railway for the week ending June 9th, 1860:

Passengers	$17,826 65
Freight and live stock	10,723 18
Mails and sundries	1,298 06
Total	$29,847 90
Corresponding week of last year	31,569 83
Decrease	$1,720 93

The following is a comparative statement of the earnings of the La Crosse and Milwaukee Railroad for May, 1859 and 1860:

	1859.	1860.
Freight	$23,865 83	$44,158 88
Passengers	21,973 28	22,782 07
Mails & miscellaneous.	1,011 20	2,682 52
Total	$46,850 31	$69,623 47
Increase for May, 1860		$22,773 16

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending June 12, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s	86¼ and int.
Covington and Lexington, 1st Mortgage	6s	72 "
" " " 2d "	7s	72 "
" " " Income, pref.	10s	12½
Hillsboro' and Cincinnati, 1st Mortgage	7s	15
Ohio & Miss., E. D., Construction	7s	15
Cinc., Ham. and Dayton, 2d Mortgage	7s	85½ and int.
" " " 1st "	7s	94 "
Indianap. & Cincinnati, 2d do.	7s	73
Do. do. Dividend		
Columbus and Xenia, Dividend		

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 72
Columbus and Xenia	82
Indianapolis & Cincinnati	42½
Little Miami	82½
Farmers' Bank of Ky.	125
Ohio and Miss. R. R. Trustees Certif.	16

Railroads of the State of New York.

(Continued from p. 489.)

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1850.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
New York and Harlem	3,887,930	365,563	212,685	4,466,208	4,666,208	80.24	324,368	114,406	43,793	482,567	246,719	235,848	90,475	4
Saratoga and Schenectady	300,000	42,000	22,555	364,555	396,379	21.50	13,728	3,902	11,305	28,935	15,794	13,141	*nil.*	*nil.*
Rensselaer and Saratoga	300,000	185,500	4,379	489,879	687,324	25.26	84,463	16,548	11,715	112,726	47,688	65,038	9,000	3
Brooklyn and Jamaica	284,850	85,000	.....	369,850	369,850	11.00	.....	.....	.....	.....	.....	33,000	22,788	8
Utica and Schenectady	3,494,010	102,500	.....	3,596,510	4,143,918	78 00	595,472	255,668	72,285	923,425	308,173	615,252	856,000	10
Buffalo and Niagara Falls	367,796	21,670	12,495	401,901	428,241	22.00	67,979	4,317	1,000	73,296	17,219	56,077	25,421	7
Long Island	1,875,148	512,957	7,404	2,395,509	2,091,341	86.50	130,000	50,000	3,500	183,500	135,000	48,500	*nil.*	*nil.*
Tonawanda	1,000,000	159,500	7,349	1,166,849	1,216,821	43.50	255,253	67,668	21,477	344,398	89,622	254,776	92,000	10
Hudson and Berkshire	425,000	325,000	47,150	797,150	821,331	31.50	14,772	25,269	1,000	41,041	27,350	13,691	*nil.*	*nil.*
Syracuse and Utica	2,400,000	48,000	.....	2,448,000	2,490,084	53.00	366,077	90,879	15,820	472,776	202,728	270,048	190,280	8
Lewiston	28,000	.....	.....	28,000	28,000	3.34	747	.....	.....	747	747	.....	*nil.*	*nil.*
New York and Erie	5,801,285	9,856,569	2,475,865	18,133,719	20,323,581	356.00	541,114	522,839	.....	1,063,950	518,413	545,537	339,855	6
Albany and West Stockbridge	1,000,000	.....	930,895	1,930,895	1,930,895	38.25	.....	.....	.....	.....	32,184	.....	60,000	6
Auburn and Rochester	2,196,765	595,000	30,000	2,821,765	3,000,000	78.00	386,616	111,998	17,196	515,810	168,466	352,344	260,851	12½
Schenectady and Troy	650,000	59,700	1,699	711,399	680,046	20.50	26,540	14,926	879	42,345	60,267	*loss*	*nil.*	*nil.*
Attica and Buffalo	800,000	.....	42,676	842,676	906,915	31.95	185,745	87,765	6,200	229,710	70,909	158,801	80,000	10
Cayuga and Susquehanna	168,000	300,000	134,849	602,849	580,311	34.61	33,601	10,417	4,207	48,225	30,811	17,414	*nil.*	*nil.*
Troy and Greenbush	274,400	4,550	4,101	283,051	282,527	6.00	33,904	24,262	1,252	59,418	43,054	16,364	8,232	5
Albany and Schenectady	1,000,000	700,000	.....	1,700,000	1,711,412	16.97	132,208	70,243	6,184	208,785	91,172	117,413	70,000	7
Oswego and Syracuse	350,000	200,000	10,463	560,463	571,774	35.91	57,118	9,061	12,192	78,371	38,943	39,428	14,000	4
Saratoga and Washington	781,300	334,500	35,000	1,150,800	1,102,505	39.50	102,717	23,927	4,721	131,365	69,214	62,151	*nil.*	*nil.*
Chemung	380,000	70,000	5,000	455,000	450,000	17.36	.....	.....	.....	.....	.....	30,000	"	"
Hudson River	3,310,552	3,486,750	111,151	6,908,453	6,666,681	74.71	242,595	18,575	6,490	267,660	167,383	100,277	"	"
Northern	1,334,613	1,081,232	546,650	2,962,495	2,979,937	119.00	6,623	20,794	348	27,765	12,318	15,447	"	"
Watertown and Rome	467,636	200,000	.....	667,636	603,457	24.00	1,043	1,089	.....	2,132	263	1,869	"	"
Rochester and Syracuse	3,364,979	916,000	.....	4,280,979	4,200,000	104.00	176,991	24,445	.....	201,436	60,876	140,560	"	"
Total	35,741,264	19,651,991	4,642,367	60,035,626	63,631,538	1,452.60	3,749,674	1,518,998	241,514	5,510,186	2,452,413	3,202,976	1,618,902	..
1851.														
New York and Harlem	3,888,750	869,201	115,366	4,873,317	4,873,317	96.24	372,652	156,806	61,484	590,942	348,587	242,355	95,542	4
Saratoga and Schenectady	300,000	125,000	.....	425,000	462,131	21.50	.....	.....	.....	.....	.....	18,572	7,500	2½
Rensselaer and Saratoga	610,000	25,000	.....	635,000	728,565	25.26	134,289	42,055	13,039	189,383	79,884	109,499	39,300	7
Brooklyn and Jamaica	284,850	85,000	.....	369,000	369,000	11.00	.....	.....	.....	.....	.....	33,000	22,720	8
Utica and Schenectady	4,124,000	102,500	.....	4,226,550	3,971,156	78.00	560,564	251,599	45,496	857,619	281,303	576,316	412,400	10
Buffalo and Niagara Falls	392,866	19,670	5,178	417,714	440,249	22.00	83,677	6,066	1,000	90,743	30,549	60,194	21,715	6
Long Island	1,875,148	512,957	7,404	2,395,509	2,339,938	86.50	132,289	56,486	4,531	193,306	142,867	50,439	*nil.*	*nil.*
Hudson and Berkshire	425,000	325,000	48,000	798,000	823,331	31.50	19,194	36,055	1,000	56,249	30,403	25,846	"	"
Canandaigua and Corning	402,589	251,000	256,870	910,459	883,304	46.84	3,160	.....	.....	3,160	1,911	1,249	"	"
Syracuse and Utica	2,400,000	103,000	.....	2,503,000	2,570,981	53.00	371,986	111,090	15,222	498,248	212,009	286,239	239,435	10
New York and Erie	5,992,289	14,503,869	2,957,376	23,453,534	24,028,858	465.00	1,163,586	1,108,138	.....	2,271,674	1,073,017	1,198,557	346,859	5
Albany and West Stockbridge	1,000,000	.....	930,859	1,930,859	1,930,859	38.25	.....	.....	.....	.....	.....	60,000	60,000	6
Buffalo and Rochester. ....1851....	1,825,000	160,903	.....	1,985,903	2,228,977	76.00	366,246	90,348	12,500	469,094	133,633	335,461	91,489	5
Schenectady and Troy	650,000	73,800	2,654	726,454	681,047	20.50	28,652	16,264	1,331	46,247	56,268	*loss.*	*nil.*	*nil.*
Buffalo and State Line	605,926	.....	87,177	693,103	640,696	9.08	.....	.....	.....	.....	.....	.....	"	"
Cayuga and Susquehanna	168,000	300,000	231,452	699,452	617,813	34.61	20,698	30,722	24,400	75,820	34,007	41,813	"	"
Troy and Greenbush	274,400	3,850	.....	278,250	294,731	6.00	34,092	23,509	2,953	60,554	52,331	8,223	"	"
Albany and Schenectady	1,000,000	716,665	.....	1,716,665	1,740,450	16.97	146,649	87,433	5,765	239,847	103,689	136,158	70,000	7
Oswego and Syracuse	350,000	200,000	10,413	560,413	588,678	35.91	57,710	13,028	22,682	93,415	45,163	48,252	12,250	3½
Saratoga and Washington	886,200	596,500	120,000	1,602,700	1,452,635	47.52	131,093	28,698	5,092	164,883	82,870	82,013	53,172	6
Chemung	380,000	70,000	5,000	455,000	490,000	17.36	.....	.....	.....	.....	.....	30,000	*nil.*	*nil.*
Hudson River	3,703,229	5,646,885	159,427	9,509,541	9,305,551	144.00	361,654	37,095	6,800	405,549	336,205	69,344	"	"
Northern	1,529,863	1,602,790	1,081,832	4,214,485	4,299,079	119.00	88,561	200,049	7,558	291,168	163,112	128,056	"	"
Watertown and Rome	659,716	442,000	53,385	1,155,101	1,133,397	72.00	37,871	48,132	7,865	93,868	35,562	58,306	"	"
Blossburg and Corning	250,000	220,000	.....	470,000	470,000	14.81	.....	.....	.....	.....	.....	.....	"	"
Rochester and Syracuse	4,170,000	821,000	.....	4,991,000	4,861,362	104.00	690,948	237,530	22,033	950,511	320,976	629,535	370,689	10
Buffalo and Conhocton Valley	230,494	.....	110,000	340,494	274,267	13.00	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Total	38,377,470	27,776,590	6,182,429	72,336,489	72,494,812	1,705.60	4,800,431	2,581,098	260,751	7,642,280	3,564,446	4,231,327	1,843,071	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,295	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,565	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	.....	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	760,787	420,000	—	.....
28 Feb. '59	88.5	28.4	.....	.....	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	26 1	—	—	—	Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	.....	.....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	.....	.....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	—	.....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	—	.....	.....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	.....	.....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	—	5	5	167	N. Lond., Willimant, & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	868	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	.....	—	.....	.....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	—	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	.....	45.1	.....	.....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	.....	227.0	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	.....	.....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	----	75½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- '58	138.0	—	.....	75.0	.....	.....	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	69
10 Nov. '58	33.2	—	.....	—	.....	.....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	62½
-- -- '57	175.0	—	.....	—	.....	.....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	62
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	.....	129.0	.....	.....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	.....	.....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	.....	—	.....	.....	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,460	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	.....	.....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	.....	.....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	.....	—	.....	.....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	.....	.....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	755,774	.....	—	.....
31 Aug. '58	21.0	—	.....	168.0	.....	.....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*	—	145,787	511,500	.....	.....	.....	32.6	22,001	30,957	17,263	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	—	—
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,058	16,530	—	—	—
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	—	—
31 Dec. '58	.....	.....	.....	23.0	.....	.....	.....	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	—	96½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,765	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—	—
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—	—
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,006,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,932,621	—	—	75¼
30 Sep. '59	30.0	.....	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	—	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	—	17½
								MASSACHUSETTS.														
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	—	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	298,798	8	—	106½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	—	102
30 Nov. '59	47.0	7.0	22.3	—	23	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	—	111
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	—	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	—	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	—	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	—	75
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	—	1 3
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	—	98½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	—	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	—	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Tauntonf	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	—	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,666	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	—	104½
30 Nov. '59	8.6	.....	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,855	901,029	8.4	20,888	22,531	.....	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	—	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	—	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	—	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,395	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	—	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....
30 Nov. '59	6.1	.....	.....	36.5	.....	.....	.....	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	—	19
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	—	115¼
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	—	59½
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,389	188.0	.....	365,038	144,270	—	—	.....
-- -- --	.....	.....	.....	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....
-- -- --	.....	.....	.....	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	—	52
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	—	11½
-- -- --	.....	.....	.....	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—	—
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—	—
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—	—
-- -- --	.....	.....	.....	.....	.....	.....	.....	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,016,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,925	—	399,140	421,120	46,299	866,659	28.5	32,618	44,709	17,063	—	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	—	55½
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	—	100½
31 Mar. '59	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	—	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	289,605	127,241	—	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	—	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	—	119½
-- -- '59	.....	.....	.....	2.6	.....	.....	.....	Long Dock	1,000,000	.....	—	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,865	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	—	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	—	123½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	164,157	.....	.....	.....	.....	.....	.....	.....	—	—	.....
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	—	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	—	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,340	3,368	—	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	38,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'n)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	48
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	81
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	19
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,067	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	37.0	.....	.....	.....	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	804,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	30
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	76,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	—	—	.....	Dayton and Michigan	5,241,748	65.147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	489,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	.....	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,295,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	91¾
30 Nov. '59	38.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '59	36.9	13.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	22.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,632	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	.....	86¼
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	85¾
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	41½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
30 Oct. '59	98.0	6.0	.....	—	31	60	437	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1.753,864	1,500,000	177.920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6.266,278	8,895,457	1,885,847	17,284,419	467.5	1.859.031	1,965,988	674.655	—	39½
30 Sep. '59	31.0	—	11.0	.....	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29.604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85.932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944.169	52,454	1,679,301	26.4	.....	125,597	4.502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208.439	96.571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217.577	.....	2.134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200.000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27.568	8.527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333.204	612.000	60.900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020.000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	526.654	1,902.000	390,407	.....	130.3	150.142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443.616	.....	287.6	562,041	1,380,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267*	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44.666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860.000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81.561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702.271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	.....	.....	.....	.....	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516.164	793.200	.....	1,308,864	23.7	47.324	43.998	10.493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418.000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	274,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,485	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25.153	4,424.671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116.550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742.812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644.000	473,940	59,776	1,449,037	80.0	.....	240,817	105.728	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652.405	382,686	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22.282.653	199.8	.....	492.454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	6¼
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121.401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049.997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*						29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '59	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	3,427,000	—	8,000,000	48.7	.....	1,925,444	1,280,100	15	184

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	87
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60)				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (las'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (las. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage		†	------	----
2d Mortgage		†	------	----
3d Mortgage		†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	74
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
***Columbus, Piqua and Indiana :**				
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
		†	------	----
		†	------	----
Dayton and Michigan (1 Ap.'60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	---	------	----
2d Mortgage		---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	93
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	60,000	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
		---	------	----
		---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)		7	1891	----
Free Land, 2d Mortgage		8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n :				
		---	------	----
		---	------	----
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
		---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill :				
		---	------	----
		---	------	----
		---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---		----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	104½
2d Mortgage	1,980,000	7	1860	102½
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	77
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	91
Construction	4,115,000	6	1875	91
Free Land	3,000,000	7	1860	100
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60) :				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
		---	------	----
		---	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		15
2d Land Grant (Western Div.)	353,600	†		15
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	84
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		98½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	
2d Mortgage	2,175,000	†	1877	48
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage [S. F.]	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	104½
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	104½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	100
2d Mortgage	4,000,000	7	1859	96
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	66
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	49
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		vac	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		91
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	6	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1880	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	300,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1886	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----------	----	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1890	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'68–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	300,000	†	------	----

New York Stock Exchange.

Selling Prices for the week ending June 13, 1860.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12	W. 13.
FEDERAL STOCKS:—						
U. S. 6s, 1874	104½	----	104½	105	----	----
U. S. 6s, 1865	----	102½	102½	102½	----	----
STATE STOCKS:—						
California 7s	----	----	----	----	----	93½
Georgia 6s	----	----	----	105	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	61	62	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	98	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	84½	84½	84½	84½	84½	84½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	98½	99	----	----	98½	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	92½	----	92½	92½	92½	92½
Virginia 6s	93½	93½	93½	93	93½	93½
RAILROAD SHARES:—						
Brooklyn City	----	----	----	----	----	----
Chicago, Burl. and Q.	75½	75½	75½	75½	75½	75½
Chicago and Rock Isl.	69½	69½	69½	69½	69½	69½
Clev., Painesv. & Ashl.	----	----	----	----	----	----
Clev. and Pittsburg	10	10	----	----	----	----
Clev. and Toledo	29½	29½	29½	30	30	30
Del., Lack. and West.	92	92½	94	95	96	96½
Galena and Chicago	64½	64½	64½	63½	63½	62½
Hudson River	48½	48½	48½	48½	48½	48
Illinois Central	63½	63½	63½	63½	62½	62½
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	53½	52½	52½	52½	52½	52
M. S. and N. I. guar'd	24½	23½	24½	24½	24½	24
M. S. and N. I.	12½	12½	12½	12½	12½	11½
Milwaukee and Miss.	6½	6½	----	6½	----	6½
New Jersey Central	120	----	120	----	119½	
New York Central	82½	82	82	82½	81½	81½
New York and Erie	19½	19½	19½	19½	19	19
N. York and Harlem	12½	12½	12½	12½	12½	12
N. Y. and H. "pref."	39½	39½	39½	39½	39	38½
Panama	134½	134½	134½	134½	134½	134
Phila. and Reading	41½	41½	41½	41½	41½	41½
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	----	50	----	----	----
" " S. F.	----	80	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	73½	73½	----	----	73	----
D. L. & W. 1 M. 8 p.c. '71-5	----	61	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	96	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2M. 8 p.c. '75	----	92	----	92	----	----
Hann. & St. J. 1 M. 8s	72½	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	107	----	----	----	----
" 2M. 7 p.c. '60 '03	----	----	103½	----	103½	----
" 3M. 7 p.c. '75	----	91	92	----	91	----
Illinois Centr. 7 p.c. '75	91½	91	91½	91½	91½	91½
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	98	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. 7 p.c. '85	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	48	48	----
" S. F. '85	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	93½	----	----	----	----	----
" 1 M. 7 p.c. '64	----	104	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	100	100	100	100	100	100
" 2 M. 7 p.c. '59	----	----	----	----	----	96
" 3 M. 7 p.c. '71 88	----	88½	89½	88½	----	----
" 4 M. 7 p.c. '80	65	----	66½	----	----	----
" 5 M. 7 p.c. '83	----	59½	60	----	----	----
" conv. 7 p.c. '62	46	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	46	46	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	99½	----	----	----	----
" 2 M. 7 p.c. '64	----	----	98	----	----	----
" 3 M. 7 p.c. '67	85	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	42	43	43	----	43	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	100½	100½	100½	----	----	----
Am. Exchange Insur.	----	----	----	----	----	----
Atl. Mut. Mar. Insur.	----	----	----	----	----	----
Continental Insurance	----	----	----	----	----	----
Continental Bank	103	102½	----	----	----	----
Corn Exchange Bank	----	----	----	----	----	----
Commerce, Bank of	103	----	102½	103	103	----
Hope (Fire) Insur.	----	----	----	----	----	----
Marine Bank	----	----	----	----	----	----
Merch. Exch. Bank	104	104	----	----	----	----
Mercantile (Mar.) Ins.	104	----	----	----	----	----
N. Y. (F. & M.) Insur.	----	----	----	----	----	----
Nassau Bank	----	----	----	----	----	----
National Bank	----	----	----	----	----	----
Republic, B'k of the	----	----	----	----	----	----
Shoe and Leather B'k	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	----	97	----	97	
Cumberland Coal Co.	13½	----	14	13½	----	
Penn'a Coal Co.	----	----	----	85½	86	
Pacific Mail S. S. Co.	93½	92	92½	92	91½	
Canton	20½	20½	----	21	21	20½
Brooklyn Water W'k	----	----	103½	104	----	----

The following are the closing prices in the London Market on the 2d June:

United States 5 p. c. red. '74	94½	to	95
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	80	to	82
Do. do. Fr. L'd red. '60.	91	to	92
Do. $100 shares, $60 p'd.	44	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	61	to	63
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	93	to	95
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	89	to	90
Do. 2d mortgage, 1869	86	to	88
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	45	to	48
Do. Shares, assented	19	to	19½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, June 16, 1860.

New York and Erie Railroad.

A decree of sale of this road under the 5th mortgage, in pursuance of the plan of re-organization, has been obtained. There appears to be no obstacle to its being carried out. The Second mortgage bonds are still unadjusted, but no serious trouble is anticipated from the action of their holders. These bonds are worth nearly par. If they could be converted into 3d, which in this case would become Second mortgage bonds, the latter, we are confident, would command a premium. Is there not some way of bridging over the space between these two securities, and save the company from any loss by the process?

Railroads in Minnesota.

The two railroads that had made the most progress in this State, the Minnesota and Pacific and the Transit, are about to be sold on behalf of the State for non-compliance with the conditions annexed to the grants of land made them.

This is an unfortunate termination of the railroad enterprises in this State, but if it was inevitable, it is well that it came at an early day. We take it that the sales of the rights of the present companies will not, of necessity, defeat the construction of the roads altogether. Some new and better plan will be devised to render available the really valuable grants of lands made to the State for the construction of public works, which will ensure their construction as fast as they may be needed, or as fast as the means therefor can be furnished.

The State made a double mistake when she undertook to aid the railroads. The system proposed was entirely too large, while its credit proposed to be extended was upon such conditions as rendered it entirely unavailable. It simply encouraged the railroad companies on to their own destruction. At no time since their issue, could

the State bonds be sold at any price, for the very good reason that no adequate provision was made for the payment of their interest. Had this been done, the two roads, instead of being brought to the hammer, would at this time have been in active operation.

Alarm Whistle Indicators.

The SPEAKING PIPE is fast coming into general use. Scarcely a building has been constructed of late years without the insertion of one or more of them therein. For hotels, factories, store houses, offices, etc., they are indispensable; and no private dwelling can be said to have *all* the "modern improvements" unless the SPEAKING PIPE has been also included. They are far preferable to bells, which require to be answered in person; whereas a query propounded through the pipe can be replied to immediately through the same channel. The great difficulty heretofore has been to make the voice heard beyond a certain limit, and often a bell was required in connection with the pipe to call attention to it. Now, however, since the introduction of the ALARM WHISTLE, the necessity for the bell is entirely precluded, as the whistle can be heard to the most remote corner of the largest room. We give elsewhere the advertisement of the manufacturer, accompanied by a representation of the entire apparatus. They are usually affixed to both ends of the pipe. The whistle is within the box, held firmly against the inner edge of the mouth-piece by a spring attached to the lower end of the crank, of which a view is given. In using, the crank should be turned back by the thumb, carrying with it the whistle, the alarm is then sounded by blowing (through the pipe) the whistle at the other end. In conversation, both ends require to be open. We have them in use both in our offices and at home, and of all the modern improvements, we find this the most useful.

Marietta and Cincinnati Railroad.

The trustees for the bondholders of this road, consisting of Messrs. Noah L. Wilson, Wm. F. Roelofson, E. W. Fernie, David Gibson, Thomas W. Powell and J. J. Heseltine, took formal possession of this road on the 8th inst. Mr. Wilson was elected Chairman, and Mr. Roelofson Secretary. Orland Smith, Esq., the late Receiver, has been appointed Agent and Superintendent. He immediately issued a circular to the *employees* under the previous organization, continuing each in his position, at the same salary, until further orders.

Lexington and Southern Kentucky R. R.

This new company has been organized by the election of CHARLES CALDWELL, President, *pro tem.*, WM. J. MOBERLY, Secretary, and A. G. GOWER, Superintendent and Engineer. The early completion of the road to the Kentucky river, to which point it is already graded from Nicholasville, will insure its rapid construction to Danville via Harrodsburg.

Bethlehem Rolling Mills.

At the last session of the Pennsylvania Legislature a supplement to a law of 1857 was passed, incorporating "The Bethlehem Rolling Mill and Iron Company," to be located at Bethlehem. Within a few days a subscription to the stock was opened, and has already been filled by capitalists in that region and in Philadelphia, to within some twenty thousand dollars of the required amount.

Kentucky Central Railroad.

A meeting of the directors of this road was held at Danville, Ky., on the 6th, where they were met by a committee of citizens of Boyle and adjoining counties, for the purpose of discussing the question of an extension of road. No definite action was taken, but a comparison of views and propositions gave much confidence in the ultimate completion of the work.

It is understood that a number of the citizens of Danville, have determined to take stock in the road, and active measures will be taken to raise the amount required for its completion.

New York Machinery Depot.

In another column will be found the advertisement of Messrs. STEVENS, BROTHER & Co., of their establishment at 222 Pearl street, New York, at which they have an extensive assortment of machinery of all kinds, embracing Stationary and Portable Steam Engines, Lathes, Planes, Drills, Belting, Woodworth's Planing Machines. Also Dick's Celebrated Anti-Friction Shears, Presses and Punches. Dick's Press enjoys the reputation of being the most convenient, easily handled and powerful presses ever constructed, and is rapidly superseding all other kinds. It has only to be seen to carry conviction as to its value. At the Messrs. STEVENS establishment, railroad companies and parties wanting machinery of any kind can be promptly supplied.

☞ We invite attention to the Advertisement in another column of R. T. EDWARDS, Esq., by reference to which it will be seen that he has for sale *Wrought Iron* and *Cast Iron Pipe*, and connections for Steam, Gas and Water purposes. Also Tools of every description connected with the trade. Lightning Rods and Fixtures of all the various kinds, constantly on hand at manufacturers prices. Address R. T. Edwards, Esq., 261 Pearl St., New York.

Mississippi and Missouri Railroad.

This Company held its annual meeting in Davenport, on the 4th. The officers elected were:

President—Hon. J. A. Dix, of New York.
Treasurer—F. H. Tows, of New York.
Secretary—Hiram Price, of Davenport.

The old Board of Directors was elected, and Hon. J. B. Grinnell, of Grinnell, Iowa, was added to the Board, which embraces Hon. N. B. Judd and W. B. Ogden, of Chicago.

This road is now progressing westward, through the energy of Mr. Durant, of New York, the contractor, who will soon have thirty miles of track laid west of Iowa City.

Peoria and Bureau Valley Railroad.

The stockholders of the Peoria and Bureau Valley Railroad Company held their annual meeting on the 8th inst., and elected the following directors for the ensuing year:—N. B. Judd, H. Farnham, Chicago; T. C. Durant, Clark Durant, New York City; John Hamlin, Peoria; F. Tows, New York City. Hon. N. B. Judd, of Chicago, was re-elected President, and all the o'd officers were also re-elected.

Sunbury and Erie Railroad.

It is understood that the Sunbury and Erie Railroad Company will run their own road from Sunbury to Wheatm, a distance of eighty-three miles, on and after the first day of July next, when they will have one hundred and forty-nine miles in operation.

Lake Ontario and Hudson River Railroad.

The Lake Ontario and Hudson River Railroad was sold in the village of Saratoga, on the 11th inst., by a decree of the Court, on foreclosure, for $5,000. The purchase includes the road-bed from Greenfield, in Saratoga County, to Sacketts' Harbor, with the franchise and charter. The referee will proceed to sell the lands belonging to the company, aside from their road-bed, forthwith. We presume that a new company will be immediately organized on the ruins of the old. The expenditures that have been made on the line of this road, which are considerable, will enure to the benefit of the new parties.

Pilot Knob, Cape Girardeau and Belmont Railroad.

The people of Cape Girardeau are agitating the question of extending the Iron Mountain Railroad from Pilot Knob through Cape Girardeau to Belmont, opposite Columbus, Ky., there to unite with the Mobile and Ohio road, and, through it, with the entire scheme of Southern roads. They are heartily seconded by the citizens of Columbus, and we observe that a Convention of the friends of the project is called to meet at Cape Girardeau on the 27th of June.—*St. Louis News.*

Hudson River Railroad.

At an election for directors of this road held on the 11th inst., the following gentlemen were chosen: Samuel Sloan, James Boorman, John David Wolfe, Edward Jones, William Kelly, D. Thomas Vail, Erastus Corning, Wm. H. Hays, Robert P. Getty, Henry A. Smythe, J. B. Johnston, E. H. Miller, Moses H. Grinnell. At a subsequent meeting, Samuel Sloan was re-elected President and D. Thomas Vail, Vice-President.

Terre Haute, Alton and St. Louis Railroad.

At a recent meeting of the stockholders of this road, held at Mattoon, Ill., the following Board of Directors were elected: Wm. D. Griswold, Terre Haute, Ind.; Robert Smith, Nathaniel Hanson, Alton, Ill.; Anthony Thornton, Shelbyville, Ill.; R. B. Sutherland, Dudley, Ill.; T. A. Marshall, Charleston, Ill.; J. P. Usher, Terre Haute, Ind.; John Stryker, Rome, N. Y.; Chas. Butler, New York City; Willis Phelps, James Barnes, C. Rice, Springfield, Mass.; L. P. Sanger, St. Louis.

New York Central Railroad.

The earnings of this road for 8 months of the present fiscal year, are $4,351,461 against 3,926,147 for 1859, showing an increase of $425,314 The rate of increase has been about 11 per cent. A similar rate for the year would give a total increase of about $700,000, which is equal to nearly 3 per cent. on the capital stock of the company. The rapid recovery in the earnings of the road would seem to render certain the continuance of fair dividends. The rate paid the past year was 7 per cent.—the amount being $1,679,782. The total earnings of the present year will be about $7,000,000.

Galena and Chicago Railroad.

The following gentlemen have been elected directors of this road, viz: W. L. Newberry, W. H. Brown, John Wentworth, O. Lunt, F. Mosely, J. McCord, Jonathan Burr, F. K. Rogers, Chicago; Wm. Larned, New York City; D. A. Knowlton, Westfield, N. Y.; W. H. Ferry, Utica, N. Y.. Thos. Robinson, Rockford, Ill.; Charles S. Hempstead, Galena, Ill. The Board of Directors subsequently met, and re-elected W. L. NEWBERRY, President and W. H. BROWN, Vice-President.

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	208,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	800,000	†	------	----

New York Stock Exchange.

Selling Prices for the week ending June 18, 1860.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
FEDERAL STOCKS:—						
U. S. 6s, 1874	104½	----	104½	105	----	----
U. S. 6s, 1865	----	102½	102½	102½	----	----
STATE STOCKS:—						
California 7s	----	----	----	----	----	93½
Georgia 6s	----	----	----	105	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	61	62	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	98	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	84½	84½	84½	84½	84½	84½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	98½	99	----	----	98½	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	92½	----	92½	92½	92½	92½
Virginia 6s	93½	93½	93½	93	93½	93½
RAILROAD SHARES:—						
Brooklyn City	----	----	----	----	----	----
Chicago, Burl. and Q.	75½	75½	75½	75½	75½	75½
Chicago and Rock Isl.	69½	69½	69½	69½	69½	69½
Clev., Painesv. & Ashl.	----	----	----	----	----	----
Clev. and Pittsburg	10	10	----	----	----	----
Clev. and Toledo	29½	29½	30	30	30	30
Del., Lack. and West.	92	92½	94	95	96	96½
Galena and Chicago	64½	64½	64½	63½	63½	62½
Hudson River	48½	48½	48½	48½	48½	48
Illinois Central	63½	63½	63½	63½	62½	62½
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	53½	52½	52½	52½	52½	52
M. S. and N. I. guar'd	24½	23½	24½	24½	24½	24
M. S. and N. I.	12½	12½	12½	12½	12½	11½
Milwaukee and Miss.	6½	6½	----	6½	----	6½
New Jersey Central	----	120	----	120	----	119½
New York Central	82½	82	82	82½	81½	81½
New York and Erie	19½	19½	19½	19½	¼19	19
N. York and Harlem	12½	12½	12½	12½	12½	12
N. Y. and H. "pref."	39½	39½	39½	39½	39	38½
Panama	134½	134½	134½	134½	134½	134
Phila. and Reading	41½	41½	41½	41½	41½	41½
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	----	50	----	----	----
" " S. F.	80	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	73½	73½	----	----	73	----
D. L. & W. 1M. 8p.c. '71-5	----	61	----	----	----	----
" 2M. 8p.c. '81	----	----	----	96	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	----
" 2M. 8p.c. '75	----	92	----	92	----	----
Hann. & St. J. 1 M. 8s	72½	----	----	----	----	----
Hudson R. 1M. 7p.c. '69	----	107	----	----	----	----
" 2M. 7p.c. '60 103	----	----	103½	----	103½	----
" 3M. 7p.c. '75	----	91	92	----	91	----
Illinois Centr. 7 p.c. '75	91½	91	91½	91½	91½	91½
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	98	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. 7p.c. '85	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	48	48	----
" S. F. '85	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	93½	----	----	----	----	----
" 1 M. 7 p.c. '64	----	104	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	100	100	100	100	100	100
" 2 M. 7 p.c. '59	----	----	----	----	----	96
" 3 M. 7 p.c. '71 88	----	88½	89½	88½	----	----
" 4 M. 7 p.c. '80	65	----	66½	----	----	----
" 5 M. 7 p.c. '83	----	59½	60	----	----	----
" conv. 7p.c. '62	46	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	46	46	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	99½	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	98	----	----
" 3 M. 7p.c. '67	86	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	42	43	43	----	43	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	100½	100½	100½	----	----	----
Am. Exchange Insur.	----	----	----	----	----	----
Atl. Mut. Mar. Insur.	----	----	----	----	----	----
Continental Insurance	----	----	----	----	----	----
Continental Bank	103	102½	----	----	----	----
Corn Exchange Bank	----	----	----	----	----	----
Commerce, Bank of	103	----	102½	103	103	----
Hope (Fire) Insur.	----	----	----	----	----	----
Marine Bank	----	----	----	----	----	----
Merch. Exch. Bank	104	104	----	----	----	----
Mercantile (Mar.) Ins.	104	----	----	----	----	----
N. Y. (F. & M.) Insur.	----	----	----	----	----	----
Nassau Bank	----	----	----	----	----	----
National Bank	----	----	----	----	----	----
Republic, B'k of the	----	----	----	----	----	----
Shoe and Leather B'k	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	----	97	----	97	
Cumberland Coal Co.	13½	----	14	13½	----	
Penn'a Coal Co.	----	----	----	85½	86	
Pacific Mail S. S. Co.	93½	93½	92	92½	92	91½
Canton	20½	20½	----	21	21	20½
Brooklyn Water W's	----	----	103½	104	----	----

The following are the closing prices in the London Market on the 2d June:

United States 5 p. c. red. '74	94½	to	95
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	80	to	82
Do. do. Fr. L'd red. '60.	91	to	92
Do. $100 shares, $60 p'd.	44	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	61	to	63
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	93	to	95
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	89	to	90
Do. 2d mortgage, 1869	86	to	88
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	45	to	48
Do. Shares, assented	19	to	19½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, June 16, 1860.

New York and Erie Railroad.

A decree of sale of this road under the 5th mortgage, in pursuance of the plan of re-organization, has been obtained. There appears to be no obstacle to its being carried out. The Second mortgage bonds are still unadjusted, but no serious trouble is anticipated from the action of their holders. These bonds are worth nearly par. If they could be converted into 3d, which in this case would become Second mortgage bonds, the latter, we are confident, would command a premium. Is there not some way of bridging over the space between these two securities, and save the company from any loss by the process?

Railroads in Minnesota.

The two railroads that had made the most progress in this State, the Minnesota and Pacific and the Transit, are about to be sold on behalf of the State for non-compliance with the conditions annexed to the grants of land made them.

This is an unfortunate termination of the railroad enterprises in this State, but if it was inevitable, it is well that it came at an early day. We take it that the sales of the rights of the present companies will not, of necessity, defeat the construction of the roads altogether. Some new and better plan will be devised to render available the really valuable grants of lands made to the State for the construction of public works, which will ensure their construction as fast as they may be needed, or as fast as the means therefor can be furnished.

The State made a double mistake when she undertook to aid the railroads. The system proposed was entirely too large, while its credit proposed to be extended was upon such conditions as rendered it entirely unavailable. It simply encouraged the railroad companies on to their own destruction. At no time since their issue, could

the State bonds be sold at any price, for the very good reason that no adequate provision was made for the payment of their interest. Had this been done, the two roads, instead of being brought to the hammer, would at this time have been in active operation.

Alarm Whistle Indicators.

The SPEAKING PIPE is fast coming into general use. Scarcely a building has been constructed of late years without the insertion of one or more of them therein. For hotels, factories, store-houses, offices, etc., they are indispensable; and no private dwelling can be said to have *all* the "modern improvements" unless the SPEAKING PIPE has been also included. They are far preferable to bells, which require to be answered in person; whereas a query propounded through the pipe can be replied to immediately through the same channel. The great difficulty heretofore has been to make the voice heard beyond a certain limit, and often a bell was required in connection with the pipe to call attention to it. Now, however, since the introduction of the ALARM WHISTLE, the necessity for the bell is entirely precluded, as the whistle can be heard to the most remote corner of the largest room. We give elsewhere the advertisement of the manufacturer, accompanied by a representation of the entire apparatus. They are usually affixed to both ends of the pipe. The whistle is within the box, held firmly against the inner edge of the mouth-piece by a spring attached to the lower end of the crank, of which a view is given. In using, the crank should be turned back by the thumb, carrying with it the whistle, the alarm is then sounded by blowing (through the pipe) the whistle at the other end. In conversation, both ends require to be open. We have them in use both in our offices and at home, and of all the modern improvements, we find this the most useful.

Marietta and Cincinnati Railroad.

The trustees for the bondholders of this road, consisting of Messrs. Noah L. Wilson, Wm. F. Roelofson, E. W. Fernie, David Gibson, Thomas W. Powell and J. J. Heseltine, took formal possession of this road on the 8th inst. Mr. Wilson was elected Chairman, and Mr. Roelofson Secretary. Orland Smith, Esq., the late Receiver, has been appointed Agent and Superintendent. He immediately issued a circular to the *employees* under the previous organization, continuing each in his position, at the same salary, until further orders.

Lexington and Southern Kentucky R. R.

This new company has been organized by the election of CHARLES CALDWELL, President, *pro tem.*, WM. J. MOBERLY, Secretary, and A. G. GOWER, Superintendent and Engineer. The early completion of the road to the Kentucky river, to which point it is already graded from Nicholasville, will insure its rapid construction to Danville via Harrodsburg.

Bethlehem Rolling Mills.

At the last session of the Pennsylvania Legislature a supplement to a law of 1857 was passed, incorporating "The Bethlehem Rolling Mill and Iron Company," to be located at Bethlehem. Within a few days a subscription to the stock was opened, and has already been filled by capitalists in that region and in Philadelphia, to within some twenty thousand dollars of the required amount.

Kentucky Central Railroad.

A meeting of the directors of this road was held at Danville, Ky., on the 6th, where they were met by a committee of citizens of Boyle and adjoining counties, for the purpose of discussing the question of an extension of road. No definite action was taken, but a comparison of views and propositions gave much confidence in the ultimate completion of the work.

It is understood that a number of the citizens of Danville, have determined to take stock in the road, and active measures will be taken to raise the amount required for its completion.

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Treasurer—F. H. Tows, of New York.
Secretary—Hiram Price, of Davenport.

The old Board of Directors was elected, and Hon. J. B. Grinnell, of Grinnell, Iowa, was added to the Board, which embraces Hon. N. B. Judd and W. B. Ogden, of Chicago.

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The stockholders of the Peoria and Bureau Valley Railroad Company held their annual meeting on the 8th inst., and elected the following directors for the ensuing year:—N. B. Judd, H. Farnham, Chicago; T. C. Durant, Clark Durant, New York City; John Hamlin, Peoria; F. Tows, New York City. Hon. N. B. Judd, of Chicago, was re-elected President, and all the o'd officers were also re-elected.

Sunbury and Erie Railroad.

It is understood that the Sunbury and Erie Railroad Company will run their own road from Sunbury to Whetam, a distance of eighty-three miles, on and after the first day of July next, when they will have one hundred and forty-nine miles in operation.

Lake Ontario and Hudson River Railroad.

The Lake Ontario and Hudson River Railroad was sold in the village of Saratoga, on the 11th inst., by a decree of the Court, on foreclosure, for $5,000. The purchase includes the road-bed from Greenfield, in Saratoga County, to Sacketts' Harbor, with the franchise and charter. The referee will proceed to sell the lands belonging to the company, aside from their road-bed, forthwith. We presume that a new company will be immediately organized on the ruins of the old. The expenditures that have been made on the line of this road, which are considerable, will enure to the benefit of the new parties.

Pilot Knob, Cape Girardeau and Belmont Railroad.

The people of Cape Girardeau are agitating the question of extending the Iron Mountain Railroad from Pilot Knob through Cape Girardeau to Belmont, opposite Columbus, Ky., there to unite with the Mobile and Ohio road, and, through it, with the entire scheme of Southern roads. They are heartily seconded by the citizens of Columbus, and we observe that a Convention of the friends of the project is called to meet at Cape Girardeau on the 27th of June.—*St. Louis News.*

Hudson River Railroad.

At an election for directors of this road held on the 11th inst., the following gentlemen were chosen: Samuel Sloan, James Boorman, John David Wolfe, Edward Jones, William Kelly, D. Thomas Vail, Erastus Corning, Wm. H. Hays, Robert P. Getty, Henry A. Smythe, J. B. Johnston, E. H. Miller, Moses H. Grinnell. At a subsequent meeting, Samuel Sloan was re-elected President and D. Thomas Vail, Vice-President.

Terre Haute, Alton and St. Louis Railroad.

At a recent meeting of the stockholders of this road, held at Mattoon, Ill., the following Board of Directors were elected: Wm. D. Griswold, Terre Haute, Ind.; Robert Smith, Nathaniel Hanson, Alton, Ill.; Anthony Thornton, Shelbyville, Ill.; R. B. Sutherland, Dudley, Ill.; T. A. Marshall, Charleston, Ill.; J. P. Usher, Terre Haute, Ind.; John Stryker, Rome, N. Y.; Chas. Butler, New York City; Willis Phelps, James Barnes, C. Rice, Springfield, Mass.; L. P. Sanger, St. Louis.

New York Central Railroad.

The earnings of this road for 8 months of the present fiscal year, are $4,351,461 against 3,926,147 for 1859, showing an increase of $425,314 The rate of increase has been about 11 per cent. A similar rate for the year would give a total increase of about $700,000, which is equal to nearly 3 per cent. on the capital stock of the company. The rapid recovery in the earnings of the road would seem to render certain the continuance of fair dividends. The rate paid the past year was 7 per cent.—the amount being $1,679,782. The total earnings of the present year will be about $7,000,000.

Galena and Chicago Railroad.

The following gentlemen have been elected directors of this road, viz: W. L. Newberry, W. H. Brown, John Wentworth, O. Lunt, F. Mosely, J. McCord, Jonathan Burr, F. K. Rogers, Chicago; Wm. Larned, New York City; D. A. Knowlton, Westfield, N. Y.; W. H. Ferry, Utica, N. Y.. Thos. Robinson, Rockford, Ill.; Charles S. Hempstead, Galena, Ill. The Board of Directors subsequently met, and re-elected W. L. NEWBERRY, President, and W. H. BROWN, Vice-President.

Chartiers Valley and Pittsburg and Steubenville Railroads.

We observe, by proceedings of meetings held at Mansfield and Bridgeville, that the people along the lines of the Chartiers Valley and Pittsburg and Steubenville Railroads are making a movement in the right direction to insure an early commencement and completion of these valuable improvements, by relinquishing all claims for rights of way, lands and damages. To the citizens on the south side of the river, these roads will be of immense benefit in affording them facilities for coming to the city, and for the transportation of the products of their farms, their coal, stock, &c. We have always felt that, were we the owner of property, we would afford every possible facility to improvements of this sort. What is the value of a few acres of land, occupied by a railroad, in comparison to the many advantages that the property-holder along the line derives from its use? Familiar as we are with the character, quality, and location of lands on the south side of the Monongahela, we should not be at all surprised to see both these lines of road dotted with country seats, villages, and hamlets, from one end to the other. An hour's ride will carry the resident of Washington to Pittsburg and an hour and a quarter will bring the citizen of Steubenville here—intermediate travel in proportionate time. We are informed by those who have taken the trouble to inquire, that were this question of right of way, &c., properly adjusted, the work on both these lines would, in all probability, be speedily commenced; without the settlement of this vexed question, it is difficult to say when, if ever, anything will be done on these important works.—*Pittsburg Dispatch.*

Mississippi, Memphis and Missouri Railroad.

We learn from a communication the prospects of this road are flattering. It commences at Canton, Missouri, on the Missouri River, and runs through the northern tier of counties *via* Memphis in that State, and making its western terminus at Council Bluffs. The enterprise was projected but a few months since, but we learn that several miles of the road, including the roughest and heaviest work, from the river bottom to the table land, are graded, the heaviest bridge of the first section completed, and thousands of ties laid along the line ready for the track. It is intended to prosecute the grading through the prairie at the rate of a mile a day, and it is the intention of the Company to complete and stock the road for running, as far as Memphis, fifty miles from Canton, by the first of January next.—*Cin. Com.*

Iron for the St. Joseph and Marysville Road.

The steamer St. Cloud has arrived, with five hundred and sixty tons of railroad iron, being a part of the purchase made for the above road. The iron will be forwarded by the Hannibal and St. Joseph Railroad immediately, and the work of track-laying will commence by the middle of this week. We have every reason to believe that the negotiations pending for the additional three thousand five hundred tons of iron will be consummated, which will enable the company to extend the track westward from the city a distance of fifty miles.—*Mo. Democrat.*

Watertown and Rome Railroad.

At the annual meeting of the stockholders of the Watertown and Rome Railroad Company, held at Watertown on the 6th inst., the following gentlemen were elected Directors of this Company for the ensuing year:

William C. Pierrepont, P. Manor, Philip Dater, Samuel F. Phelps, John P. Yelverton, Marcellus Massy, New York; H. Alexander, Jr., Henry Gray, Springfield, Mass.; David Ulley, Rome; Solon D. Hungerford, Adams; William Lord, Brownville; Calvert Comstock, Albany; Talcott H. Camp, Willard Ives, Watertown.

At a subsequent meeting of the Board, William C. Pierrepont was re-elected President, and B. E. Hugerford, Secretary.

Transportation from the West.

The Western Railroads centering at Cincinnati have reduced the through rates from Cincinnati to the four Eastern cities 10c. on Flour, and 5c. on fourth class Freight. The following, then, are the new rates:

	Flour.	4th class.
New York, rail	$ 90	45
New York, rail and water	80	40
Boston, rail	1 00	50
Boston, rail and water	90	45
Philadelphia, rail	80	40
Philadelphia, rail and water	70	35
Baltimore, rail	70	35
Baltimore, rail and water	60	30

Chicago and North Western Railroad

The following gentlemen have been elected directors of this road for the ensuing year: Wm. B. Odgen, Chicago; W. A. Booth, John Maxwell, H. H. Boody, Charles Butler, New York; T. H. Perkins, Boston; Geo. M. Bartholomew, Hartford; M. C. Darling, P. H. Smith, J. J. R. Pease, A. Winslow, L. M. Miller, A. L. Pritchard Wisconsin.

The new Board organized and appointed Wm. B. Ogden, President; Perry H. Smith, Acting President; George L. Dunlap, General Superintendent; Geo. P. Lee, Treasurer, and E. De Witt Robinson, General Ticket Agent. These appointments are all old officers of the road.

Hackensack Railroad.

The project of building a railroad between the village of Hackensack and some point on the line of the New York and Erie has been agitated for several years. Last Winter some amendments were obtained to the charter, after which the stock ($70,000) was subscribed by residents along the line. The work has been let to contractors, who are now energetically at work on different points of the route, and expect to have the grading completed by September next. The road will unite with the Erie near Boiling Spring, about eight miles from Jersey City, proceeding along the base of Berry's Hill, to its terminus, five miles, with a branch to the village of Lodi, one mile in length. There are no large rivers requiring to be bridged, no heavy excavations to be made, or depressions to be filled; the land will cost almost nothing. Hackensack is one of the most attractive villages in the State, with a population approaching two thousand, and growing rapidly. Lodi is principally know for its extensive print works, now employing four hundred operatives. The tonnage to and from that place will form a very important portion of the business of this road. It is expect- to be in running order by November, when frequent and cheap trains will be run to and from the Long Dock.

Dubuque and Pacific Railroad.

At the annual meeting of the stockholders of this road, recently held at Dubuque, the affairs of the company were found to be in an improved condition. Arrangements are being made to complete the road from its present terminus to Cedar Rapids, a distance of twenty miles. This will take the road to the rich valley of the Cedar, nearly one-third of the distance to the Missouri. It is now finished ten miles west of Independence, and eighty miles west of Dubuque.

The Rockville Railroad.

The Board of Directors of the Evansville and Crawfordsville Railroad have appointed B. B. Ebbitt, Esq., Chief Engineer of the new line from here to Rockville. Mr. Ebbitt informs us that he is now engaged surveying an air-line route through this county to the edge of Parke. There is no longer any doubt about the completion of the road to Rockville, and we congratulate our citizens on the prospect for another railroad leading into a rich and fertile region of country.—*Terre Haute Journal.*

Pike County Railroad.

At the annual election of the stockholders of the Pike County Railroad, held in Griggsville, Ill., on the 4th inst., the following gentlemen were elected Directors for the ensuing year: Maj. Thos. A. Harris, Judge John B. Helm, Geo. W. Shields, T. H. Towner, Wm. T. League, Geo. Wike, Alex. Starne, Jas. McWilliams, O. M. Hatch. Major Thomas A. Harris was elected President, M. S. Ayre, Secretary and Treasurer, and Joseph E. Clough, Chief Engineer. We learn that the work is progressing finely, and that the grading, masonry and bridging will be completed from the Illinois river to the Mississippi river in sixty days.—*St. Louis News.*

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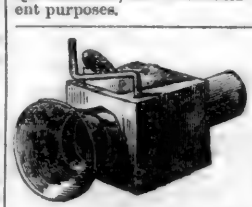
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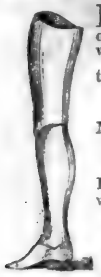
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4.	" 14	"	1½ to 1	16.	" 24	"	1½ to 1
5.	" 15	"	¼ to 1	17.	" 25	"	1½ to 1
6.	" 15	"	1 to 1	18.	" 26	"	1½ to 1
7.	" 15	"	1½ to 1	19.	" 28	"	¼ to 1
8.	" 16	"	½ to 1	20.	" 30	"	1 to 1
9	" 16	"	1 to 1	21.	" 30	"	1¼ to 1
10.	" 18	"	¼ to 1	22.	" 30	"	1½ to 1
11.	" 18	"	¾ to 1	23.	" 32	"	1 to 1
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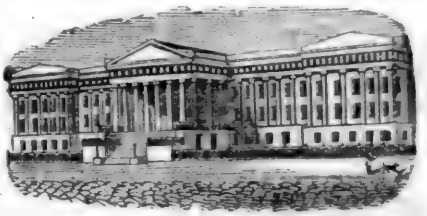
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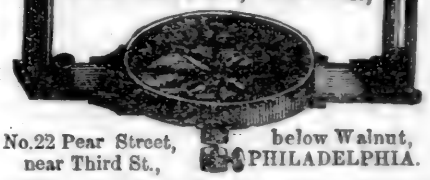
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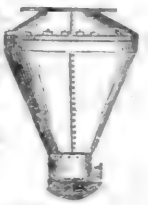
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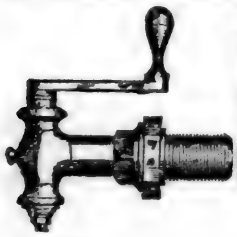
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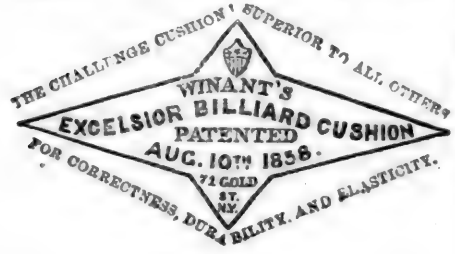
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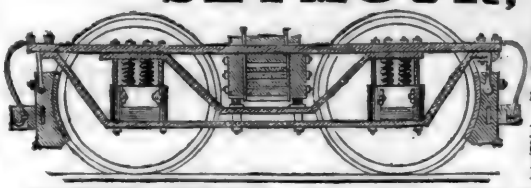
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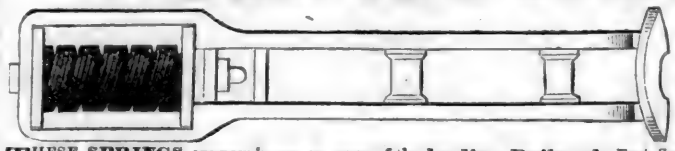


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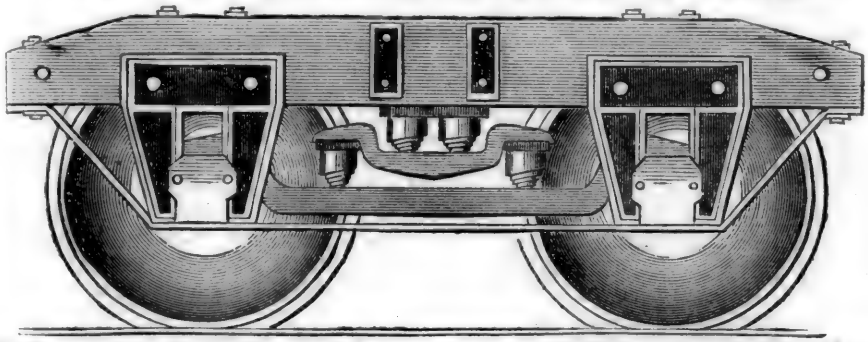
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Mining Intelligence 529
Cincinnati Street Railroads 529
Railroad Corporations; Liability of for the Trespass of its Lessees and Contractors while operating road, during its construction. 530
Pacific Railroad 530
Chicago, Iowa and Nebraska Railroad 531
The Reciprocity Treaty 531
Madras Railway 531
Danube and Black Sea Railroad 532
Baltimore Central Railroad 532
Railroads of the State of New York 533
New York and Erie Railroad 540
Western Railroads 541

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, June 23, 1860.

Mining Intelligence.

Mining operations will be carried on quite extensively this summer on the Porcupine Mountains. From all accounts the exertions of the company that worked there the past winter, will be well rewarded. A new vein has been discovered on the Bruce mining location, and is reported as having a width of five feet, and to be exceedingly rich in copper ore. The place where it has been opened, is a short distance westward of the present workings.

The product of the Minnesota mine for April was 315,927 pounds, or 157 tons, 1,927 pounds; Rockland, 80,190 pounds; Superior, 2,443 pounds. We have not yet heard the exact product of National for April, though it is reported at about sixty tons.

The whole quantity of Mineral raised from the Minnesota mine from January 1st to December 31st, 1859, was 1,626 tons, or 3,252,117 lbs. of mass, barrel, and stamp copper, in the following proportions, viz:

Mass copper	63 per cent.	or 2,040,454 lbs.
Barrel copper	29 "	929,571 lbs.
Stamp copper	8 "	282,092 lbs.
Total product		3,252,117 lbs.

being an average product of 135½ tons per month. We also obtained 88 lbs. of silver ore, which yielded $664 61, or $7 33 per lb.

The whole quantity of mineral forwarded from Ontonagon to Detroit during the past season, was 3,247,843 lbs., or nearly 1,624 tons—all of which was smelted as heretofore at the Detroit Smelting Works, and produced 2,805,204 lbs. of ingot copper, being a yield of 71 per cent., or nearly one per cent. more than the yield of 1858.

Of these receipts, 2,118,951 lbs. have been sold and delivered, realizing the gross amount of $466,481 51, or an average rate of 22 cents per lb., being nearly two-thirds of a cent. less than the sales of the previous year. The balance, 186,253 lbs., is on hand, and worth, at the present market price, about $43,304. The net earnings are $131,391 32.

The Houghton *Mining Gazette* of 16th May says:

The new No. 4 shaft at the Pewabic is nearly completed, and will be in condition for hoisting by the 1st of June next. At this time a large force will be put to stopping, and the large amount of good ground opened during the past season will be put under contribution to enlarge the product. Mr. Palmer and others around the mine are confident that the asserted amount can be readily shipped, since the rock which had been stamped since the commencement of operations at the mill has not been of the richest description. Much better stamp rock is to be sent down in future. The necessary machinery for the stamp mill of the Quincy has arrived per General Taylor, and it is expected that operations will be resumed within ten days. Had it not been for the unfortunate accident to the engine, Mr. Hill could greatly have exceeded his promised amount of 300 tons to be shipped during the present season. As it is, that promise will certainly be fulfilled, and we firmly believe, from the manner in which the ground has been opened, and from the very good show of heavy barrel and mass copper, that a respectable amount over the stated one will be shipped. The Naumkeag Mining Company owns the lands immediately back of the South Side tract, on the presumed course of the Pewabic lode. The property is under the superintendentship of Mr. C. Eschweiler. No explorations have as yet been made, though the company was organized last season, but the operations are to be influenced, and in a certain measure directed, by the results of the explorations on its neighbor, the South Side. Not much can, therefore, be predicted on the value of this property for mining purposes, though we are inclined with others to already pronounce favorably on it, from its position relative to both Dacotah and South Side. The machinery for the Franklin stamp mill is to be up by the 1st of July next, at which time the building and everything will be in readiness, so that no delay will occur in placing the stamps, etc., *in situ*. The mail will be in running order before the close of navigation. Work has been commenced on the tram road. By late advices from the Ontonagon district, we are informed that the National, Minnesota and Rockland mines never promised better. In the Minnesota they are finding heavy copper in the lower levels.

Cincinnati Street Railroads.

Below we give the earnings and expenses of the Cincinnati Street Railroad Company from September 14, 1859, to May 1, 1860.

September 14, to October 31		$4,114 28
Earnings in November		3,495 78
Do.	December	4,425 95
Do.	January	4,300 50
Do.	February	3,936 71
Do.	March	4,263 62
Do.	April	4,689 05
		$29,219 89

EXPENSES.

Roadway	$837 57	
Car expense	1,021 03	
Feed of horses	6,343 72	
Stable expense	3,971 12	
Conductors	4,245 76	
Drivers	2,884 50	
Starters and switchmen	332 66	
General expense, office, etc. ...	2,988 85	
Horse-shoeing	738 26	
Car tax	243 00	
Insurance	211 00	
Personal injuries and damages	121 56	
Passenger tax	5,924 99	
		29,863 86
Expenses more than receipts		$643 98

City Passenger Railroad Company.

Gross receipts to May 1, 1860		$29,153 56

EXPENSES.

Road expenses, repairs, etc.	$1,146 85	
Car do. do.	764 00	
General and office expenses.	3,085 46	
Feed of horses	6,729 62	
Stable expenses, labor, etc. ..	3,518 11	
Conductors, drivers, etc.	7,975 28	
License and tax	6,199 19	
		29,418 31
Expenses more than receipts		$464 75

Passenger Railroad Company.

Gross receipts to May 1, 1860		$24,735 69
EXPENSES,		
Road expenses, repairs, etc.	$831 03	
Car do. do.	691 82	
General and office expenses	2,692 07	
Feed of horses	5,217 52	
Stable expenses, labor, etc.	2,907 52	
Conductors, drivers, etc.	7,476 75	
License and per capita tax	5,354 05	
		25,170 76
Expenses more than receipts		$335 07

Journal of Railroad Law.

RAILROAD CORPORATIONS; LIABILITY OF FOR THE TRESPASS OF ITS LESSEES AND CONTRACTORS WHILE OPERATING ROAD, DURING ITS CONSTRUCTION.

A case has been recently decided in the Supreme Court of the State of Illinois, holding that a railroad corporation is liable for injuries received by third persons, although such injuries are the immediate act of the lessees of the corporation, or of its contractors while operating the road; and an action of trespass may be maintained by the party injured against such company.

The action came before the court upon an appeal from the judgment of the circuit court of Peoria county, dismissing a writ of certiorari issued in the case, to review the proceedings of the Justice of the Peace, before whom the action was originally brought, and in delivering the opinion of the Court the Justice explains the nature and purposes of the writ of certiorari. The case to which we allude is the Chicago and Rock Island Railroad Company *vs.* Whipple. On the 12th of November, 1853 a judgment was rendered by a justice of the peace in favor of Whipple and against the Chicago and Rock Island Railroad Company, for the sum of $7,120 and costs. The petition of the company for the issuing of the writ stated that the plaintiff's claim was for cattle killed on the road before that time; that the action, which was an action of trespass, would not lie against the defendants in the said suit, because they were not running, controling, or managing the road, but the same was run, controled and managed by Farnham and Sheffield, contractors to build the same, for their own use and profit. That the justice had no jurisdiction of the subject matter of the suit, or person of the defendant's, that neither the said petitioners, nor any for them, appeared before the justice at the day of the trial, or any other time to answer to said suit; that Buck, on whom the process was served was never their agent, and that there never was any service of process on the petitioners and they knew nothing of the suit until more than six months had elapsed after judgment was rendered against them, and not until they were again sued upon the same judgment about the middle of September, 1854.

Upon this petition a writ of certiorari was issued; and at the December term of the following year, the plaintiff, in the original suit, now the defendant, moved to quash the writ of certiorari and dismiss the suit.

Upon the hearing of the motion, the counsel for the company offered to prove that the Chicago and Rock Island Railroad Company, was not in existence at the time of the rendition of said judgment in the Court below, and that the said judgment and all costs had been fully paid since the rendition of said judgment, and also that another suit had been brought on said judgment below, and a new judgment rendered upon it, by which subsequent judgment, he insisted the original judgment had been fully satisfied, and merged in the subsequent judgment. The Court rejected the evidence offered, dismissed the writ of certiorari, and plaintiff excepted, and appealed to the Supreme Court. The following is the opinion of the Supreme Court, affirming the decision of the Circuit Court.

WALKER, J.—By the English practice after judgment has been rendered, by an inferior court, the common law writ of *certiorari* is allowed for the purpose of ascertaining whether it appears from the *record* that the inferior court had no jurisdiction, or had proceeded illegally in the cause. When it appears from the record, returned into the Superior Court, that there was a want of jurisdiction, or that the inferior court has proceeded contrary to law, the practice is to quash the judgment; but, in such it is not the practice to ascertain from extrinsic evidence whether the inferior court had jurisdiction, or had proceeded contrary to law, but to determine these questions by the record. By the practice in this State, "the common law writ of *certiorari* may issue to all inferior tribunals and jurisdiction, in cases where they exceed their jurisdiction, and in cases where they proceed illegally, and there is no appeal, or other mode given to directly review their proceedings. These are the only instances in which their proceedings can be reviewed on *certiorari*."

The Circuit Court on the return of the record by the Justice of the Peace, had no power to form and try an issue of fact, in regard to the jurisdiction or regularity of the proceedings of the justice. Those questions could only be tried by the record. The court could not review the evidence heard by the justice, nor inquire into the correctness of the decision on that evidence. It is no part of the office of a writ of *certiorari* to an inferior tribunal, to bring before the court from which the writ is issued, the evidence heard in the court below, nor can the court receive testimony to show what that evidence was.

To hear such evidence, and reverse or affirm the judgment in this proceeding, would well-nigh destroy the binding effect of all judgments of justices and inferior jurisdictions. Such a practice would tend to increase litigation, unsettle rights acquired under such judgments, and would virtually give an appeal in all cases, at any time within the period of the statute of limitations. No benefit could result, and interminable strife would be the inevitable consequence of such a practice. The Circuit Court, we think, did right in rejecting the evidence offered on the hearing of the motion to quash the writ of *certiorari*.

It was again urged that the appellants could not be held responsible for the injury complained of, because they allege that the company was not organized at that time. The petition, on its face, shows that they were then having their road constructed, and they cannot be heard to say that they were assuming rights and franchises under their charter, and yet insist that in their exercise they may exonerate themselves from liability for injuries inflicted upon others. By their own showing they were constructing this road, by persons with whom they had contracted for that purpose. And the fact that the road was then operated by these contractors can make no difference. These contractors derived all their authority from the company, and for their tortious acts, while exercising the franchises granted to the corporation by their charter, the company must be held responsible. Nor can the appellants insist that those operating the road were lessees, and that they are thereby released from liability for their wrongful acts, as the lessees occupy the relation of servants of the company as to third persons. A railroad company cannot free themselves from liability by leasing their road to others. It then follows that the responsibility of the appellants was the same, whether the road, at the time the injury was done, was being operated by themselves, their servants, agents, lessees, or the contractors for its construction. And if the record of the Justice of the Peace, showed that the action was brought for a cause in which he had jurisdiction, then it would be error in the Circuit Court to quash the judgment. And from this record it appears that the action was brought for a trespass to personal property, and the statute expressly confers such jurisdiction upon Justices of the Peace.

The service of the process in this case was strictly in compliance with the requirements of the Act of 8th February, 1853, and is similar to the service in the case of these appellants against Mary Fell, decided at the present term of this court, in which the service was held to be sufficient. This objection is, therefore, not well taken.

Upon the whole record, in this case, no error is perceived, requiring the judgment of the Circuit Court to be reversed, and the same is therefore affirmed.

Pacific Railroad.

It is very gratifying to be called upon to notice the successful movements of the managers of this Company, in putting large portions of the road under contract for immediate construction. Not long since we announced arrangements by which the completion of fifty-five miles of road-bed from Syracuse westward, was secured—leaving the Company to provide the rails, part of which are now being laid down. For a few days past, Mr. MAUGHS, the Mayor of Kansas City, has been in this city, conferring with the Directors upon the practicability of immediately commencing operations from that city, in an easterly direction to Independence. They were not long in agreeing upon terms by which the road-bed for that distance will be put under contract by the 20th of July—Kansas City and Jackson county furnishing means for this purpose, and the Company laying down the rails. This will be accomplished by the meeting of the Legislature next winter. It is also expected that the whole of the route through Jackson county—thirty miles—will at once be contracted for, and carried on with all possible expedition. When this is done, only thirty miles of the whole line of road will remain uncontracted for, and by the early part of next spring, using coaches for the gap of thirty miles, passengers will be put through from St. Louis to Kansas City in sixteen hours. By the end of the summer, with such exertions as are now being made, the road will be opened for travel from St. Louis to Kansas City, and not much more than half a day will be required to make the trip.

The Company has lately paid off a debt due in Europe amounting to some ninety thousand dollars, and retired the securities upon a portion of it lands hypothecated for that purpose. Mr. ADOLPHUS MEIER, who is about to visit Europe, will be commissioned to negotiate for rails sufficient to iron the whole route, and this, it is believed, will be done.

The county of Cass will be invited to change her subscription of $150,000, so as to put a part of the

road in that county under contract. They ought by all means to do it.

We are glad to know that definite and satisfactory arrangements have been made between the Lexington and St. Louis Company and the Pacific Company, which remove all obstacles to the immediate commencement of the road from Lexington to connect with the Pacific Road. The county of Lafayette is abundantly able to build this branch road, and we like the zeal with which they have undertaken to do it. The contractors will be at work on it next month.—*St. Louis Republican.*

Chicago, Iowa and Nebraska Railroad.

The Chicago, Iowa and Nebraska Company, which connects at Clinton with the Galena and Chicago, and in both of which roads the same parties are interested, stands to-day before the people of the State without a rival in many respects. They have built more miles of road, in less time, at a less cost per mile and with less aid from counties or people within this State, than any other road; and the road is this day earning more net money upon the amount invested than any other road. It is in every way deserving of public favor and confidence, and the parties who have thus come into our State and expended their means, almost unaided, and in direct competition with roads north and south, with large grants and local aid, and have succeeded thus far independently in pushing their road to successful completion to Cedar Rapids, are, in our opinion, eminently entitled to receive at the hands of the Legislature the testimonial of the confidence reposed in them which the transfer of this grant from the defunct Iowa Central Company conveys. No road or company in its infancy was more abused or derided than this one was by its corpulent competitors, and it is a monument of what individual effort and perseverance will do; and while its opponents are now dragging slowly along, or stopping quietly at rest with their roads, this company is ready to push forward its road into the heart of Iowa, and use with economy the rich aid now placed within its power.

For the active working men now comprising this company we have the highest praise, particularly for Mr. L. Crocker, its efficient Vice-President. And, in this connection, it is proper for us to say that no company in this State has more solid, substantial men interested in its affairs than this company. Its stockholders east are men of means and character, who have built it as a paying investment, and a rigid system of economy has marked all their operations thus far. They are business men, and have built this road upon business principles.—*Muscatine Journal.*

Mississippi, Memphis and Missouri Railroad.

We have a communication from a gentleman of of this city, which is deferred to our next issue, giving a very flattering account of the progress, prospects, etc., of this road, commencing at Canton, Mo., on the Mississippi river, running through the northern tier of counties, via Memphis in that State, and aiming to Council Bluffs as its final terminus.

This enterprise was only projected within a few months past, yet, according to our correspondent, who has been upon the ground and knows whereof he writes, several miles of the road, including the roughest and heaviest work, from the river bottom to the table land, are already graded, the heaviest bridge of the first section completed, and thousands upon thousands of ties along the line ready for the track; and all this within five weeks from the first breaking ground. With the machinery employed, and the admirable system adopted, by the Company, it is expected that they will prosecute the grading through the prairie at the rate of a mile a day; and it is their intention to complete and stock the road for running as far as Memphis, fifty miles from Canton, by the 1st of January, 1861. From information furnished by our correspondent, we have good reason to believe that the Iron Horse has already started from Canton, and is making his way westward through the richest portion of Missouri, almost within sight of southern Iowa, towards the Missouri river.

Our correspondent shows the merits of his route in point of eligibility and economy of construction, with its superior advantages of connection, in the saving of distance to eastern markets.—This should be an additional stimulus to our people in pushing ahead the Council Bluffs and St. Joseph road, now so auspiciously under way, to meet the "M. M. & M." Railroad in the vicinity of the State line.—*Council Bluffs Bugle.*

The Reciprocity Treaty.

Mr. I. D. Andrews, late United States Consul General for the British Provinces, has addressed an interesting memorial to Congress, remonstrating against the proposed abrogation of the Reciprocity treaty. He says it has effected an increase of trade without parallel in the commercial history of the country. In consequence of this treaty, the trade between the United States and the British American Provinces was more than trebled in four years, having increased from $16,000,000 in 1852 to $50,000,000 in 1856, and having amounted to near that sum the past year, although a period of great depression. Our exports amounted to $28,154,174, and our imports to $19,727,651. These figures are taken from the Treasury returns. This trade employed a tonnage of over three and a half millions of tons upon the great lakes and the Atlantic coast, about equally divided between the American and colonial built shipping. It has greatly exceeded the anticipations of its advocates. The abrogation of the treaty, Mr. Andrews considers would be a deplorable calamity to both countries. Ships and warehouses have been built, extensive business arrangements have been made, and a vast capital invested in the colonial trade, on the faith in the continuance of the present treaty. Even if it be correct, as averred, that Canada has violated the spirit of the treaty, retaliatory action, besides being injurious to ourselves, would be manifestly unjust to the three important and rising colonies of Nova Scotia, New Brunswick and Prince Edward's Island, and the valuable outlying colony of Newfoundland, all of which have faithfully adhered to its stipulations, and under its provisions have established a mutually advantageous trade with New England and other Atlantic States. Besides, the treaty secured to this country important concessions. Under its provisions, the river St. Lawrence, the natural outlet of the great West, has for the last six years, for the first time since the treaty of peace of 1783, been as perfectly free to the people of the North-western States as to the Canadians. The original rights of this country to the fisheries so long in dispute have been regained by the treaty, and the dangerous irritation which that question annually occasioned for near forty years has so completely subsided that for seven years no ship-of-war has been required to make its annual visits to the fishery grounds to protect the rights of American fishermen.

Mr. Andrews not only protests against the repeal of the treaty, but desires that Congress will refer the subject of our commercial intercourse with the British Provinces to an appropriate committee, with the view, if the facts justify it, that a report may be presented to Congress that will reassure the large number of persons interested in it, who have already suffered from the attacks made upon the treaty, which have unsettled their business.

Tarboro' Branch Railroad.

We had the pleasure, says the Tarboro' (N. C.) *Southerner*, of seeing S. L. Fremont, Esq., and Mr. H. McRae, in our town, a fews days ago, from whom we learned that the work on our Branch Railroad was satisfactorily progressing, and sanguine hopes are entertained of completing it to this town by the 1st July next. Under the supervision of those energetic and indefatigable officers, ably seconded by the industry and perseverence of the contractors, with about 160 hands, we feel confident of the completion of the road and bridge by the 1st October, the time specified in the contract.

Genesee Valley Canal.

Toll received at the Collector's Office, Olean, for the month May, 1860, compared with May, 1859

May, 1860	$6,989 40
May, 1859	4,973 49
Gain over May, 1859	$2,015 91
Amount of toll received 1st week in June, 1860	$2,070 39
Do. 1859	1,984 10
Gain over 1st week June, 1859	$1,036 29
Amount of toll received 2nd week in June, 1860	$2,068 25
Do. 1859	245 92
Gain over 2nd week in June, 1859	$1,822 32
Amount of toll received from opening of navigation to 14th June, 1860	$11,585 69
Compared with same time in 1859	7,133 32
Gain over last year	$4,452 37

Madras Railway.

The half-yearly meeting was held May 3d, in the London Tavern; Major-General Sim in the chair.

The Directors stated in their report that the progress made in construction during the half-year had been satisfactory, and would bear a favorable comparison with the results of any previous period. The increase of traffic on the opened portion of the line was considerable, and the working had been conducted with its accustomed regularity, care, and freedom from accidents. The total quantity of materials, stores, and plant shipped during the half-year, amounted to 40,000 tons. The line was opened on 16th January, from Goriattum to Amboor, a distance of 17 miles, and on 1st of the following month to Vaniambody, 10 miles further. Advices of 13th March announced a further opening of 14 miles to Tripatore, making the entire distance now open from Madras 187 miles. Those extensions had brought the railway into connection with some of the principal roads of the interior. From Tripatore westward to Salem little more was required to be done than to finish the laying of the permanent way. The Board hoped to be able before long to announce the opening of the railway to that important point, which is half-way across the peninsula, being 207 miles from Madras. The engineer is confident that before the end of the year the road would be laid through to Paulghaut. The works on all the district west of Salem were expected to be near completion by the end of this year, and but little would then remain to be done before opening the railway throughout from one coast to the other. The length of the Bangalore branch, as now surveyed and set out, is 84½ miles. A great part of the land had been handed over by Government to the company's engineers, and the works had been commenced in several places. An early opening of eight miles of the Bellary line from Arconum junction to Trittany is anticipated. In the course of the year the engineer hoped to open further to Naggry, and soon after to Curcumbady. On the completion of the present issue of debentures, the amount of capital raised under the contract for the main or south-west line would be £4,000,000. A call of £5 per share was made on the 16th January on the million of share capital, "4th Extension," issued under the contract for the Bellary or north-west line. The working of the traffic on the souht-west line during the six months ending 31st December last had produced, for conveying 857,757 passengers, £14,857, against 151,300 passengers conveyed and £10,994 received during the corresponding half of the preceding year. The first class fares were reduced by one-third and the third class fares to one-half the previous amount since the 1st of August last. The receipts for goods traffic amounted to £9,597, against £6,823 in the corresponding half of the preceding year. The total receipts for the past half year amounted to £31,837, and the working charges to £12,166, or 38.21 per cent., against £21,760 and £8,750, or

40.21 per cent. respectively for the half-year ending 31st December, 1858, showing an increase of £10,078, or 46¼ per cent. on receipts, and of £3,416 in expenses. The traffic receipts per mile had gradually risen from £30 per month at the first opening of the line, in 1856, to nearly £57 per month in the last five months of 1859, being an increase of 90 per cent. in three years. The payments into the Government treasury at Madras, on account of net traffic earnings to 31st December, in reduction of interest advances, had amounted to £60,439; to which a further sum would be added on adjustment of maintenance charges for the last eighteen months. The rolling stock continued to be maintained in good and efficient order. Passenger trains traveled at 20 miles per hour, and the goods at 15 miles per hour. The total expenditure on capital account to 31st December amounts to £3,426,076.—*London Railway Times.*

Danube and Black Sea Railroad.

The half yearly meeting of the Shareholders of this Company was held on Thursday, 31st May, at the offices, Abingdon street, Westminrster. The following report of the Directors was submitted:—

"The directors refer the Shareholders to the annexed report of the engineers, with reference to the progress of the works during the last few months. That report justifies the expectation that the line will be ready for opening by September next, and that the harbor will, at that time, afford no inconsiderable protection to shipping. Under these circumstances, the attention of the Directors is being directed to the arrangements for the opening of the line. They have been in communication with the Danube Steam Navigation Company of Vienna, with whom they have arrived at an understanding, upon which an agreement, with a view of facilitating the interchange of traffic, will be based. They are now, with the concurrence of the Danube Company, negotiating with the Austrian Lloyds for the establishment of a system of through booking for passengers proceeding to or from Constantinople and Odessa from or to other parts of the continent of Europe. They are also in correspondence with other Companies interested in the navigation of the Black Sea. The Directors have informed these various Companies that while they are anxious to give the utmost facility to the traffic of all, they are not prepared to make exclusive arrangements with any one. As the amount of traffic to be expected this year would be be but limited, no expensive staff or complex organization will be necessary, but such preparation as may seem expedient for the occasion, will, in due course, be made. Though some time may be occupied in securing the extensive traffic anticipated, the Directors feel justified in expressing their conviction that the expectations formed on the subject, when the line was projected, will not prove illusory. Beyond the presentation of this report, the Directors have no business to bring before the meeting. The balance sheet of the Company is made up annually, and will in due course, be submitted to the meeting, which will be held in November next. The Directors have, however, satisfaction in saying that since the 30th of September last, a considerable sum (rather more than £20,000) has been received in Turkey, on account of the capital reserved for that country.

The claims for some land, of which possession has been taken by the Company, the rent to be paid for the Vacouf or Mosque property, and some other questions are still outstanding at the Porte; but the reports received from Mr. J. Trevor Barkley, who has lately proceeded to Constantinople under the instructions of the board, lead to the confident expectation that these matters will be all finally and satisfactorily arranged at a very early date."

The report of Messrs. LIDDELL and GORDON, the engineers states:—"We have the honor to submit to you a report respecting the progress and state of the works of the railway and harbor from information received up to the 10th instant, from which it will appear that the works of the railway are in so forward a state that the line may be opened on the 1st of September next with tolerably complete arrangements; and, as the line is now completed from the quarries to the sea, the work for the extension of the mole will proceed much more rapidly than has hitherto been possible, so that by September the shelter provided will be considerable. The whole of the works for the road, excepting the permanent way, were finished last year. About fourteen miles of the permanent way are ballasted, the rails are laid for a length of 24 miles, and the remainder will be laid as fast as they arrive at Kustendjie. All the rails, with the exception of points and crossings, have now left England, and unless some unforseen casualty occur, there can be little doubt that the whole of the permanent way may be completed by the end of August. The part of the way which is completed extends from the Kustendjie harbor to the quarries of Moorfatla, the point to which it has been so desirable to obtain railway excess, and which has been prevented till now by the loss of three cargoes of rails last year. The quarries at Moorfatla are well opened out, and have proved even better than was anticipated. Blocks of any size can be got out; the stone is of various qualities as to hardness and color, and admirably suited for the harbor work and building. The position, close to and rising cliffs along and above the railway, gives great facilities for quarrying the stone and loading trucks. A strong force has been kept at work at the quarries preparing stone for the harbor works, and from 3,000 to 4,000 cubic yards are now ready for transport by the line which, as before stated, is at last so far completed. A temporary sea wall as been run a little within the line of the permanent quay wall round the east side of the harbor, to the point, and upon the one fathom line. The whole of the space within this wall has been filled in with earth obtained in levelling the station side, and thus a large space of most valuable ground for quays has been reclaimed. The inner mole is already carried ont to the 4-fathom line, a distance of 63 yards, and preparations are made for working the tipping frames, by which, with stone brought from the quarries, this work will proceed much more rapidly than heretofore. The lighthouse is in course of construction. The frame for a third class light has been shipped, and the whole apparatus will leave this country early in June, so that the lighthouse may be in operation in September.—*Herapath.*

Baltimore Central Railroad.

This road is now graded to the Rising Sun, in Maryland, within eight miles of the Susquehanna river, and it is believed it will be opened for travel as far as Oxford, Pa., by the 1st of August. The completion of the road to this place will make an outlet that has long been needed for one of the finest agricultural regions of Pennsylvania, and will also enable a number of large manufactories of cotton, iron, paper and flour located in this region to reach a market, without being subjected, as they have been heretofore, to the necessity of transporting their merchandise in wagons. Oxford bears the impress of rapid improvement, which must soon make it a very considerable business point.—*Harrisburg Patriot.*

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending June 19, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	86½	and int.
Covington and Lexington, 1st Mortgage	6s	72	"
" " " 2d "	7s	72½	"
" " " Income, pref.	10s	15	
Hillsboro' and Cincinnati, 1st Mortgage	7s	15	
Ohio & Miss., E. D., Construction	7s	16	
Cinc., Ham. and Dayton, 2d Mortgage	7s	86]	and int.
" " " 1st "	7s	96	"
Indianap. & Cincinnati, 2d do.	7s	75	
Do. do. Dividend			
Columbus and Xenia, Dividend			

STOCKS.		
Cincinnati, Hamilton & Dayton	Ex Div.	72½
Columbus and Xenia		82½
Indianapolis & Cincinnati		42½
Little Miami		82½
Ohio and Miss. R. R. Trustees Certif.		15

Ottawa and Prescott Railway.

The earnings of this road, says the Prescott, Ca., *Messenger*, "show a steady increase since the commencement of the present year, averaging some 20 per cent. The company have made contracts for transporting over their line the sandstone from Ohio to be used in the Government buildings at Ottawa, which will add very materially to their receipts. At this rate of progress, it cannot be many years before the company will be able to pay a fair dividend to the stockholders."

Railroad Earnings.

The following is a comparative statement of th business of the North Pennsylvania Railroad Company:

Earnings in May, 1860	$34,241 04
Earnings in May, 1859	31,215 77
Increase	$3,025 27
In first six months of fiscal year	$183,818 47
Same months last year	160,249 85
Increase	$23,568 63

The earnings of the New York and Erie Railroad for May, 1860, were. $416,888 10
Earnings, May, 1859 345,612 39
Increase $71,270 71

The receipts and expenses of the Central Ohio Railroad for April were as follows:

RECEIPTS.

Passengers	$15,425 94
Freight	23,710 69
Express	1,242 44
Mail	2,202 50
Total	$42,581 57

EXPENSES.

Transportation Department—		
Passengers	$2,891 84	
Freight	5,889 85	
	$8,781 69	
Machinery Department—		
Passengers	$2,590 44	
Freight	4,939 02	
	7,529 46	
Fuel expenses	2,886 08	
General expenses	1,655 35	
Road department	13,021 75	
	$33,874 33	

In addition to this sum, $1,062 30 was paid on account of construction department. Of the large sum placed to the road account, $6,882 50 was for repairs of track and road-bed, and $2,476 42 for road ties.

The amount due from other roads and local agents at the date of the report was $14,025 23. Amount in hands of Receiver, as stated in March report, $54,883 70; amount on hand April 30, $54,825 50.

The earnings of the New Orleans and Jackson Railroad for April were:

	1859.	1860.
From Freight	$39,175	$38,451
" Passengers	27,745	46,361
" Mails	3,466	6,200
Total	$70,386	$90,012

Increase $19,626—being a fraction over 25 per cent.

The transportation of cotton over this road for the eight months ending with April of this year amounted to 185,258 bales, against 139,674 bales for the corresponding period of the previous year—being an increase of 45,584 bales, or about 32 per

cent. The increase in the passenger travel for April, 1860, over 1859, is equivalent to 67 per cent.

The following is the May statement of the Baltimore and Ohio Railroad Company:

MAIN STEM.

From Passengers	$48,096 94	
" Tonnage	311,540 22	
" Mails	7,833 34	
" Express	3,920 02	
		$371,390 52

WASHINGTON BRANCH.

From Passengers	$29,288 16	
" Tonnage	6,712 66	
" Mails	1,000 00	
" Express	1,350 00	
		38,350 82

N. W. VIRGINIA BRANCH.

From Passengers	$2,802 37	
" Tonnage	21,722 90	
" Mails	866 67	
		25,391 94

Summary of Revenue for May, 1859 and 1860.

	1859.	1860.
Main stem	$334,845 12	$371,390 52
Washington Branch	34,715 61	38,350 82
N. W. Virginia Railroad	21,458 44	25,391 94
Totals	$391,019 17	$435,133 28

—Showing a net increase of $44,114 11.

The fiscal year of the Company commenced with October. The revenue for the first eight months of the present year compares with that for the same months of the previous year as follows:

	1859-'60.	1858-'9.
October	$416,929 61	$391,395 10
November	431,287 56	380,879 75
December	355,662 13	337,202 25
January	282,070 64	314,201 00
February	332,743 77	303,631 78
March	425,487 08	400,984 68
April	406,428 36	360,751 15
May	435,133 28	391,019 17
Totals	$3,085,742 43	$2,880,064 97
	2,880,064 97	
Increase present y.	$205,677 46	

The earnings of the Pacific Railroad of Missouri for May were as follows:

	1859.	1860.
Passengers	$26,265 47	$23,622 15
Freight	25,380 17	20,201 57
Mails	2,037 50	2,100 00
Total	$53,683 14	$54,923 72
Increase		$1,240 58

SOUTHWEST BRANCH.

Passengers	$495 10	$1,843 65
Freight	642 32	2,741 96
Total	$1,137 42	$4,585, 61
Increase		$3,448 19

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of May:

	1860.	1859.
Received from coal	$180,581 83	$148,797 06
Do. merchandise.	53,775 33	43,333 06
Do. travel, etc.	30,653 55	33,423 52
	$265,010 71	$225,463 65
Transportation, roadway, dumpage, renewal Fund, and all charges	149,717 67	113,657 60
Net profit for the m'th.	$115,293 04	$111,806 05
Do. for previous 5 mos.	462,403 29	399,059 73
Total net profit for 6 months	$577,696 33	$510,865 78

Railroads of the State of New York.

(Continued from p. 515.)

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1852.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
New York and Harlem	4,725,250	977,463	608,308	6,309,061	6,102,931	130.75	438,572	187,298	60,575	681,445	356,951	324,494	112,236	3½
Saratoga and Schenectady	300,000	124,000	.....	424,000	471,567	21.50	.....	.....	.....	.....	.....	29,900	15,000	5
Rensselaer and Saratoga	610,000	25,000	.....	635,000	774,494	25.22	135,473	57,837	19,768	213,078	116,341	96,737	42,658	7
Brooklyn and Jamaica	284,000	85,000	.....	369,000	369,000	11.00	.....	.....	.....	.....	.....	25,076	16,800	6
Utica and Schenectady	4,124,000	.....	4,124,000	4,124,000	4,494,273	78.00	619,904	361,657	48,214	1,029,775	305,004	724,771	412,400	10
Buffalo and Niagara Falls	592,865	19,670	426,496	467,936	467,936	22.00	80,007	7,819	1,000	88,826	37,271	51,055	39,150	10
Long Island	1,875,148	516,216	52,094	2,443,488	2,446,391	86.50	142,742	57,998	4,329	205,069	160,998	44,071	nil.	nil.
Hudson and Berkshire	425,000	325,000	802,000	824,331	824,331	31.50	17,204	31,240	1,000	49,444	32,979	16,465	"	"
Syracuse and Utica	2,400,000	126,000	52,000	2,526,000	2,661,477	53.00	409,308	192,744	14,866	616,918	240,893	376,025	239,800	10
New York and Erie	7,766,991	18,003,869	27,093,913	27,551,206	27,551,206	465.00	1,382,637	1,863,198	271,931	3,587,766	1,691,624	1,846,142	416,339	5½
Albany and West Stockbridge	1,000,000	.....	685,300	1,685,300	1,685,300	38.25	.....	.....	.....	.....	.....	116,863	60,000	6
Buffalo and Rochester	1,825,000	184,903	150,000	2,159,903	2,737,014	80.00	431,357	166,098	22,521	619,976	204,653	415,323	182,581	10
Schenectady and Troy	650,000	90,200	8,579	748,779	685,523	20.50	34,364	25,741	1,823	61,928	67,918	*loss.*	*nil.*	nil.
Cayuga and Susquehanna	687,000	400,000	99,936	1,186,936	1,070,786	34.61	21,635	52,607	36,580	110,822	50,746	60,076	"	"
Troy and Greenbush	274,400	.....	.....	274,400	294,796	6.00	37,284	28,863	1,241	68,088	41,672	26,416	19,250	8
Albany and Schenectady	1,004,700	685,300	1,690,000	1,690,000	1,774,574	16.97	171,752	117,860	6,500	296,112	131,664	164,448	81,616	8
Oswego and Syracuse	350,000	201,500	8,041	559,541	607,504	35.91	54,903	21,016	14,697	90,616	47,609	43,007	12,250	3½
Saratoga and Washington	889,800	940,500	1,829,800	1,822,946	1,822,946	47.52	113,515	52,950	7,080	173,545	135,017	38,528	*nil.*	*nil.*
Chemung	380,000	70,000	450,000	440,000	440,000	17.36	.....	.....	.....	.....	.....	86,000	80,400	8
Hudson River	3,740,516	6,046,395	956,590	10,743,501	10,527,645	144.00	782,396	286,805	44,458	1,063,659	724,876	338,783	*nil.*	*nil.*
Northern	1,578,311	2,780,760	649,044	5,008,115	4,938,080	118.00	93,548	322,951	19,346	435,845	259,723	176,122	"	"
Watertown and Rome	1,011,940	650,000	27,361	1,687,301	1,698,711	96.76	110,695	104,497	10,020	225,152	108,446	116,706	81,518	8
Blossburg and Corning	250,000	220,000	.....	470,000	470,000	14.81	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Rochester, Lockport and Niagara F.	1,440,180	711,100	.....	2,157,280	2,157,280	76.62	64,185	2,132	.....	68,248	31,963	36,205	"	"
Rochester and Syracuse	5,192,990	700,123	60,000	5,893,113	6,016,778	184.75	682,829	278,844	1,931	963,806	438,542	549,824	404,165	8
Buffalo and State Line	879,036	872,000	148,389	1,899,425	1,921,270	68.34	98,097	81,530	32,193	134,306	66,319	67,987	34,805	4
Canandaigua and Elmira	425,509	582,400	38,875	1,046,284	987,627	46.84	8,261	12,880	4,679	23,169	37,404	*loss.*	*nil.*	*nil.*
Buffalo, Corning and New York	608,435	400,000	30,000	1,038,435	708,637	44.74	8,872	9,844	2,028	19,187	7,238	11,949	"	"
Plattsburg and Montreal	174,042	131,000	66,646	371,688	349,775	23.17	2,278	526	471	2,804	2,804	.....	"	"
Troy and Bennington	71,300	100,000	63,992	235,292	236,992	5.38	.....	.....	.....	.....	.....	.....	"	"
Troy and Boston	413,777	840,500	169,003	923,280	911,740	27.23	32,826	19,121	1,149	53,099	25,350	27,749	"	"
Troy and Rutland	237,690	.....	.....	237,690	237,690	17.27	.....	.....	.....	.....	.....	.....	"	"
Union (Ramapo)	50,000	.....	.....	50,000	50,000	0 25	.....	.....	.....	.....	.....	8,500	"	"
Sackets Harbor and Ellisburg	87,268	150,000	7,356	214,624	201,319	18.50	.....	.....	.....	.....	.....	.....	8,500	7
Total	46,071,149	36,458,929	5,211,087	87,741,165	88,339,763	2,118.32	5,790,284	4,258,059	628,409	10,866,743	5,323,995	5,758,302	2,204,478	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	----	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	...	...	...	...	57.0	236,791	76,773	21,006	—	----
1 Jan. '59	319.2	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	—	20	14	272	Montgomery and West Point.	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	----
16 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	—	—	—	—	—	----
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Sep. '59	22.5	—	----	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	----
								CONNECTICUT.													
31 Jan. '59	23.9	—	----	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	----
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	----	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	—	----	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	----
31 Dec. '58	57.0	—	----	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	----
30 Nov. '58	62.3	—	----	—	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	----
31 Dec. '58	46.4	8.8	----	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	----
30 Nov. '58	66.0	—	----	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	----
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8	----
31 Mar. '58	59.0	7.0	----	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	----
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	----
								FLORIDA.													
-- -- 59	154.2	—	----	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	----
30 Apr. '58	—	—	----	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	206,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '57	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	----
31 Mar. '59	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
-- -- --	220.0	—	----	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	----
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	69½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
-- -- '58	138.0	—	----	75.0	...	...	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	----
30 Jun. '58	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	68¼
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	60½
-- -- '57	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	62
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
-- -- --	148.0	—	----	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	----
-- -- --	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	----
-- -- '58	186.0	—	----	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	----
31 Dec. '58	100.0	—	----	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
-- -- --	29.0	—	----	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	19	21	278		Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	815,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	----
31 Aug. '57	78.0	—	----	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	----
-- -- '58	86.0	49.0	----	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	289.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	----
-- -- '59	55.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Dar Alle	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '59	29.0	—	----	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	----	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	----
-- -- '59	18.8	—	----	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
-- -- --	27.0	—	----	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '58	80.0	—	----	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	540,997	4,529,986	80.0	.....	225.577	.....	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	----
31 Aug. '58	21.0	—	----	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	----

RAILROAD SHARE LIST; including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101.209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	.....	.....	.....	23.0	...	...	...	Penobscot	308,413	.....	.....	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	96½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	77½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	184
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	106½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860,119	394,475	8	112
30 Nov. '59	47.0	7.0	22.3	—	29	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	111
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	44	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	75½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	103
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	.....	.....	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,883	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	.....	.....	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	.....	.....	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	.....	.....	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	19
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	115½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59½
								MICHIGAN.													
1 Jun. '59	17.8	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	.....	.....	.....	.....	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	.....	.....	.....	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	47½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	339.0	.....	2,019,425	777,273	—	13½
-- -- --	.....	.....	.....	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,246,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	.....	.....	.....	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,502	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....	.....	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....	.....	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353.000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	84.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	.....	.....	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....	.....	.....	.....	.....	525,205	ope	r. by Eas	tern Mass.	.....	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	.....	.....	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303.393	1,282,380	53.8	53,170	59,774	21.156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,13	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,688	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,396	12	129½
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,45	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,67	10	120
-- -- '59	.....	.....	.....	2.6	...	...	.....	Long Dock	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,04	7	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,08	10	123½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,40	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,44	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,80	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	.....	.....	216,794	.....	56,582	.....	.....	.....	15,34	3,36	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952			404,950		31,135	436,085					—	----
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	----------	32.9	93,804	84,119	11,215	—	----
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	----------	2,392,984	ope	r. by W	estern.	----------	6	100
30 Sep. '59	34.9	2.6	----	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	----
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661		—	250,000	220,000	----------	----------	14.8	20,647	26,858	13,429	5	----
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	----
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,487,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	----------	1,098,000	34.6	61,435	59,265	10,398	4½	----
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	----------	450,000	ope	r. by N.	Y. & E.	24,000	6	----
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	----------	----------	500,000	ope	r. by Re	ceivers.	30,000	6	----
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	----
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	----------	—	----
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	----------	----------	----------	17.3	57,065	63,803	11,999	6	----
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	----------	150.0	700,224	1,842,636	770,096	—	47½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	----------	—	75,771	----------	----------	----------	—	—	—	—	—	----
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	----------	—	—	—	—	—	----
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	----------	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	81½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	17½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	----------	152.9	621,747	975,853	358,792	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	----------	4,799,287	121.8	347,800	382,932	120,850	—	----
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	----------	35.9	69,759	109,152	60,829	8	----
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	----
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	----------	901,025	46.2	61,900	235,902	108,769	6	----
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	----
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	----------	18.0	17,620	12,025	----------	—	----
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	----------	385,000	ope	r. by Ren	s. & Sar.	30,150	7	----
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	----------	895,000	54.5	107,506	154,099	7,493	—	----
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	----
30 Sep. '59	11.0	—	----	—	—	—	—	Brooklyn and Jamaica	369,856	----------	—	284,850	85,000	----------	----------	ope	r. by Lo	ng Isl.	37,560	9	----
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	----
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	104,921	218,689	103,010	—	----
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	----------	—	275,000	----------	----------	294,731	ope	r. b. Hud	s. River.	----------	6	----
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	----------	—	30,000	680,000	----------	732,114	ope	r. by oth	er Co's.	----------	—	----
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	----
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	----	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	----------	----------	95.2	----------	----------	----------	—	----
-- -- '58	223.0	—	----	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----
-- -- '59	97.0	—	----	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	----------	487,043	209,793	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	----
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	----------	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	----------	—	866,939	----------	77,294	----------	—	—	—	—	—	----
31 Dec. '59	118 2	—	----	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	----------	286,368	81,508	—	----
1 Aug. '59	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----------	597,633	71,356	—	----
31 Mar. '59	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	----------	489,437	249,666	7	71
-- -- '59	37.0	—	----	62.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	—	----------	----------	----------	----------	37.0	----------	----------	----------	—	49
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	----
31 Dec. '58	135.4	5.8	----	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	----------	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	----	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	----
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	----	—	42	--	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	645,413	772,093	332,093	4	11
30 Apr. '59	109.2	79.4	----	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	----------	798,155	414,456	6	29½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	----
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,905,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	----	—	—	—	----	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	----
31 Aug. '58	36.6	—	----	5	3	—	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	----------	125,940	66,253	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----------	----------	16.0	40,064	64,000	33,000	—	----
31 Dec. '58	45.0	—	----	—	0	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	----
-- -- '59	36.0	—	----	84.0	—	—	—	Fremont and Indiana	----------	----------	—	----------	----------	----------	----------	—	—	—	—	—	----
31 Aug. '58	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	60,901	63,141	13,573	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0	24,000	31,126	10,460	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86
31 Dec. '58	173.8	21.6	----	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	----
30 Apr. '59	192.3	—	----	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	----------	881,957	312,441	—	----
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '59	153.9	52.0	----	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	----------	577,958	211,894	—	----
30 Dec. '58	116.0	9.0	----	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	----------	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	----------	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----------	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----
-- -- '58	243.0	—	----	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	----------	11,223,000	250.0	----------	676,022	169,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	----------	87,940	45,000	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	----------	1,412,900	20.5	----------	311,201	164,554	10	----
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	----------	337,257	90,438	—	----
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	----
31 Dec. '59	110.8	2.3	36.0	—	—	—	----	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	----------	1,430,512	881,609	—	91½
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	----------	----------	----------	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	----	Erie and Northeast	700,000	----------	—	600,000	400,000	----------	1,000,000	ope	r. b. Buf.	& S. L.	----------	10	----
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	----------	—	1,087,100	661,000	----------	1,883,343	55.5	----------	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	----------	----------	1,809,563	32.3	----------	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	----------	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	----------	116,200	67,600	—	----
30 Nov. '59	45.7	—	----	20.2	15	6	----	Lehigh Valley	----------	*	—	1,966,350	1,500,000	----------	----------	45.7	----------	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	----	9	---	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	----------	—	----
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	----------	----------	2,991,150	72.3	----------	556,192	379,976	10	----
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	66.7	----------	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	----------	31,356,832	386.0	----------	5,362,355	2,231,617	—	85½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	----------	250,000	50,000	----------	20.0	----------	1,637	----------	—	----
30 Sep. '59	17.0	7.0	----	—	16	---	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	----------	288,657	157,194	—	----
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,130	11,737,041	12,195,950	1,125,000	29,057,991	151.4	----------	2,724,293	1,245,816	—	41
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	----------	—	1,000,000	----------	----------	1,000,000	28.0	oper. by	Cam. &	Amboy	—	----
30 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	48	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	----	60,438	----	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,585,847	17,209,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
30 Nov. '59	28.0	6.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	----	1,321,847	33.0	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	----	----	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,978	161,272	4,148,920	----	----	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,276	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	[illegible],000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
" " '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----	841,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '58	136.0	106.0	----	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	----	1,501,006	820,511	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	—	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	388,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	----	287.6	562,041	1,330,812	778,036	—	----
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54.175	83,129	44,466	—	----
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,594	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	----	159.0	117,895	675,832	310,199	3	----
	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	75,120	47,579	—	----
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30. 0	----	1,245	----	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- -- '59	43.0	—	----	31.0	----	----	----	Houston and Brazoria	----	----	—	----	----	----	----	43.0	----	----	----	—	----
1 May '58	75.0	—	----	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	----	76,955	----	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	----	----	90.7	98,856	192,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,286	81,561	—	----
31 Aug. '59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	----	----	1,780,688	62.0	175,830	172,820	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	*	—	1,350,000	----	----	1,380,695	ope	r. by Vt.	Central	----	—	65
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '58	75.8	—	----	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	----	125,599	65,554	—	----
31 Mar. '59	79 .2	—	----	—	—	—	—	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	----	----	----	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	----	288,297	157,571	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
31 Dec. '58	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	----	310,988	186,085	5	----
30 Sep. '58	140.5	1.8	----	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25.153	4,424,671	142.3	263,892	491,674	267.192	—	65
31 Mar. '58	75.1	—	----	—	----	----	----	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116.550	2,183,232	75.1	----	269,120	145,656	7	89
30 Apr. '59	22.2	2.7	----	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836.100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	----	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	----	742,812	24.0	----	----	----	—	----
31 Aug. '58	80.0	—	----	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	----	240,817	105.728	—	----
30 Sep. '59	178.0	17.0	----	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816.522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671.218	7,272,580	214.9	387,413	672,894	278,759	—	----
30 Sep. '57	32.3	—	----	—	----	----	----	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	----	69,009	10,815	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	----	883,186	439,943	—	4½
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----	46,954,261	761.0	2,049,997	1,052,219	4,000	0	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	----	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254.530	----	----	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	79.3	----	----	----	European & North American	2,100,356	*	—	----	----	----	----	29.9	----	----	----	—	----
-- -- '59	60.0	—	----	—	----	----	----	New Brunswick and Canada	988,746	*	—	868,493	----	70,253	988,746	60.0	----	----	----	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
-- Dec. '58	48.7	—	----	—	—	—	—	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	----	1,925,444	1,300,160	15	182

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	87
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,630,000	8	1883	96
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	74
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
----------	----------	---	------	----
----------	----------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
----------	----------	†	------	----
----------	----------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	----------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
----------	----------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'60–'70	106½
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	75
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	91
Construction	4,115,000	6	1875	91
Free Land	3,000,000	7	1860	100
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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----------	----------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	60,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		15
2d Land Grant (Western Div.)	353,600	†		15
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	84
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		98½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†.	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	
Goshen Air Line	1,335,000	†	1868	75
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	71
2d Mortgage	2,175,000	†	1877	48
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
***New Albany and Salem:**				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	104½
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	104½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	100
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	66
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	49
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		91
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	299,000			
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1900	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
***Rutland and Burlington:**				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L.Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L.Er., W. and St.L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Oter' €899,900)	4,319,520	5	'68-'71	----
y (Alb'y and W. S.)	1,000,000	6	'66-'76	----
rmont:				
----	700,000	---	1861	----
nd Elmira				
----	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
fanchester:				
----	596,000	---	------	----
----	1,000,000	---	------	----
----	177,000	---	------	----
don:				
England	443,555	---	------	----
'8	144,500	---	------	----
by State	203,500	---	------	----
):				
----	120,000	6	1867	----
----	398,000	†	------	----

New York Stock Exchange.

Selling Prices for the week ending June 20, 1860.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20.
FEDERAL STOCKS:—						
U. S. 5s, 1874	104½	104½	104½	----	----	
U. S. 5s, 1865	102⅝	----	102⅝	102⅞	102⅞	----
STATE STOCKS:—						
California 7s	93	----	----	----	92½	
Georgia 6s	----	----	----	----	----	
Illinois 5s	----	----	----	----	----	
Indiana 5s	----	----	91½	----	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	----	----	100¾	
Louisiana 6s	98	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	84½	84½	84½	84½	84½	84½
New York 5s, 1874	----	----	----	----	----	
" 6s, 1865	----	----	----	----	----	
North Carolina 6s	99	99	----	99½	----	99½
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890	92½	92½	92½	92½	92½	93
Virginia 6s	93½	93¼	93¼	93¼	93¼	93⅞
RAILROAD SHARES:—						
Brooklyn City	----	----	----	----	----	
Chicago, Buri. and Q.	74½	72½	71	69¾	70½	71½
Chicago and Rock Isl.	68½	68¾	68¾	69	68¾	69
Clev., Painesv. & Ashtabula	----	----	----	----	----	
Clev. and Pittsburg	10½	9	----	----	----	8
Clev. and Toledo	29⅛	29½	29½	29½	29⅝	30⅛
Del., Lack. and West.	99	----	----	94	----	95
Galena and Chicago	61⅞	62½	61½	60¾	61	62½
Hudson River	47⅛	47¼	48	47¼	47⅛	48
Illinois Central	----	61½	61½	61½	62½	62½
Indianapolis and Cinc.	----	----	----	----	43	----
Michigan Central	49½	49½	49	47½	47½	49½
M. S. and N. I. guar'd	25½	26½	26⅛	26½	26½	27½
M. S. and N. I.	13	13⅛	13⅛	13⅛	13⅛	13⅜
Milwaukee and Miss.	6¼	----	----	6⅜	5½	----
New Jersey Central	----	----	----	----	120	120
New York Central	81⅜	81½	81½	81½	81⅞	82
New York and Erie	17⅜	17⅜	17¼	17⅜	17⅜	18⅛
N. York and Harlem	11½	11⅜	11⅜	11⅜	11⅜	11⅝
N. Y. and H. "pref."	38	37⅜	38⅛	38⅜	38⅜	39
Panama	133½	133⅜	133	131½	131½	132½
Phila. and Reading	40⅜	40¼	40¼	40¼	40⅜	40⅜
RAILROAD BONDS:—						
Chic. and N.W. 1st M.	53	----	----	55	----	56½
" " S. F.	----	----	82	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	----	75	----	75	----
D.L.&W. 1M.8p.c.'71-5	98	----	----	----	----	----
" 2M.8p.c.'81	----	----	101	101½	----	----
Gal.and Ch.1M.8p.c.'63	98	98	----	----	----	----
" 2M.8p.c.'75	----	----	----	----	----	----
Hann. & St.J. 1 M. 8s	72½	----	73	----	----	----
Hudson R. 1M.7p.c.'69	----	----	----	----	106⅜	----
" 2M.7p.c.'60	----	103	----	----	100	----
" 3M.7p.c.'75	----	----	91	----	91½	----
Illinois Centr. 7 p.c.'75	91½	91½	91½	91½	91	91½
" " 6 p.c.'75	----	----	----	----	----	----
Mich.Cen.S.F. 8 p.c.'82	98	----	----	----	96¾	97
" conv.8p.c.'69	----	----	----	----	----	----
Mich. Southern 1st M.	70	70½	----	----	71	71
" " 2d M.	48	47½	----	----	----	47½
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N.Y. C. 6p.c. certif.'68	94½	94⅜	----	94½	----	----
" 1 M. 7 p.c.'64	----	----	----	----	----	----
N.Y.&E. 1 M. 7 p c.'67	----	100	----	----	----	----
" 2 M. 7 p.c.'59	----	----	----	----	95	96
" 3 M. 7 p.c.'71	----	----	89	89	----	90
" 4 M. 7 p.c.'80	----	----	----	65	----	60½
" 5 M. 7 p.c.'83	----	----	----	----	----	----
" conv.7p.c.'62	----	----	----	----	----	----
" 7p.c.'71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M. 7p.c.'73	----	100	----	----	----	----
" 2 M. 7p.c.'64	----	----	----	----	----	91½
" 3 M. 7p.c.'67	----	----	----	84½	----	----
Penn. 1M.7p.c.conv.'88	----	----	----	----	----	----
" 2 M. 6 p.c.st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c.'70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	42	----	----	----	43
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	100½	----	----	100½	100½
America, Bank of	----	----	----	----	----	114½
Atl. Mut. Mar. Insur.	----	----	----	----	----	----
Continental Insurance	----	----	----	----	----	----
Continental Bank	----	----	----	----	103½	----
Corn Exchange Bank	----	----	----	----	----	----
Commerce, Bank of	102⅜	103	103	103	103	----
Hope (Fire) Insur.	----	----	----	----	----	----
Marine Bank	----	----	----	----	----	----
Merch. Exch. Bank	----	----	----	----	----	----
Mercantile (Mar.) Ins.	104	----	----	----	----	----
N. America, Bank of	----	----	----	----	----	110
Nassau Bank	----	----	----	----	----	----
National Bank	----	----	----	----	----	----
Republic, B'k of the	----	----	----	----	----	----
Shoe and Leather B'k	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	93	97	----	96¾	----	97
Cumberland Coal Co.	13	13	73⅛	13	----	13¼
Penn'a Coal Co.	86	----	----	86	----	----
Pacific Mail S. S. Co.	90¼	90¼	90¼	89¼	89½	90
Canton	20⅜	20⅜	20¼	20⅜	20½	20⅜
Brooklyn Water W's.	104½	----	----	----	----	----

The following are the closing prices in the London Market on the 7th June:

United States 5 p. c. red. '74	94	to	95
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81⅛	to	82½
Do. do. Fr. L'd red. '60.	90	to	92
Do. $100 shares, $60 p'd.	43	to	44
Mich. Cen. 8 per cent. con. '60	86	to	90
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1882	86	to	88
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	63	to	65
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	83	to	84
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1869	87	to	89
Do. 3d do. 1883, assented	77	to	78
Do. Bonds, 1862, '71, '75 do.	45	to	50
Do. Shares, assented	19	to	20
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	90	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, June 23, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

New York and Erie Railroad.

We stated last week that a decree had been obtained for the sale of this road in pursuance of the plan for the re-organization of the company. There appear to be no obstacles to its accomplishment. The Second mortgage bonds, however, are unadjusted. This fact undoubtedly exerts a very decided influence in depressing the value of the later securities, and stock. It is feared that some loss may yet be suffered in settling this matter. We think, however, that it need not necessarily cost the company a penny. In the first place, the holders of more than one-half in amount of the Second bonds, have virtually extended them for five years by accepting sheets of coupons covering this period. There is no doubt that nine-tenths of the holders of the balance could be made to do the same thing. An order for $200,000 of these bonds would, we are confident, put them very nearly, if not quite, to *par*. In such an event, a bond of the same class having 20 years to run, would command a premium. If a party should to-day commence the purchase of bonds, they would at once run up the market price so that the *new extended* bonds, which they might take in exchange, would immediately command a premium. Here is a way in which the present dilemma can be got rid of, and a handsome sum made by the operation. The large holders of the 3d and 4th mortgage should at once unite for this purpose.

The validity of the Second mortgage has been fully determined by our courts of law. All arrears of interest have been paid. No further default is anticipated. The First and Second bonds, amounting to only $7,000,000, are secured on a road cost,

ing $40,000,000. The rate of interest they bear is very high. Were the Seconds extended for 20 years they would be selling at an advance of 10 or 15 per cent. on their present prices. The whole matter might be wound up before the 1st of January next, by the adoption of the plan suggested, and giving notice, in proper time, that interest would be no longer paid on *unextended* bonds. So soon as the holders found that they could only get their money and interest, and no premium for the privilege of converting them into 3d mortgages, they would gladly exchange a security presently due, for one having 20 years to run. The influence would be most favorable on the securities, and place the company in a position of confidence and strength it has not for years enjoyed.

Western Railroads.

We have recently spoken of the substantial and gratifying increase of the traffic in Western railroads. Upon the Chicago, Burlington and Quincy and Illinois Central it has been much greater since the 1st January, than for any corresponding period since the opening of these roads. The Rock Island shows largely increased receipts over those of the previous year. The same may be said of the two Michigan railroads. The crop of wheat and corn, the past year, on the line of all the roads named was fair, and its movement shows itself in their increased earnings.

There has not yet been a corresponding advance in the stocks and securities of the companies named, owing, in part, to the uncertainty, at this early day as to the prospects for the forthcoming harvest. This at present is as favorable as could be desired. If realized, we shall see a rate of increase of earnings for the coming year in much greater ratio than the present over the past.

The two roads that have here shown the best results are the Chicago, Burlington and Quincy and Illinois Central. The earnings of the former at present are far in advance of 1857, when they went up to $1,600,000. The stock of the company has been considerably depressed by the diversion of nearly three years earnings toward the purchase of the bonds of the Peoria and Oquawka and the Northern Cross Railroads, for the purpose of securing favorable connections with those important roads. The purchases have been made and fully paid for, leaving the company out of debt, with accumulated earnings equal to 15 or 20 per cent. on its stock, and with every prospect of regular cash dividends hereafter. These purchases, which have been paid for out of the net earnings of the road, will in due time be returned to the stockholders, either in cash or bonds. This company was never in such a prosperous and fortunate position, which has been secured by a postponement, but without any sacrifice of the rights of the stockholders. During the suspension of dividends, they have been regularly earned. It has the trade of one of the best sections of the State; is more free from competition than almost any Western railroad; is managed with ability; is in the best condition, and has a far better prospect before it than when its stock was selling at a premium.

The Rock Island is another road greatly improved in its circumstances. This company postponed dividends for two or three years, for the purpose of entirely relieving itself of its floating debt, and of placing its road in good working condition. When the last dividend was paid, the company had not a dollar of floating debt, but a balance on hand for contingencies. The connections of this company are daily becoming more and more valuable. The Mississippi and Missouri Railroad will in the present season reach the heart of Iowa. The Illinois River and Peoria and Hannibal Railroad are rapidly extending the line of the Chicago and Rock Island to the central and southwestern portions of the State. There is every reason, therefore, to expect a very large increase in the earnings of this road over those for several years past. It has a very small bonded debt and can, for the future, apply the greater part of its earnings to dividends.

Chicago and Milwaukee Railroad.

The earnings of this road for the fiscal year ending December 31, 1859, were:

From passengers		$131,810 35
" freight		40,994 29
" express		2,570 13
" mails		5,691 92
" miscellaneous		2,033 72
		$183,100 41
Operating expenses		84,990 90
		$98,109 51
From which deduct:—		
Int'st paid on 1st mort. b'ds,	$35,455 00	
Do. 2d do.	18,402 62	
Do. income bonds	6,200 00	
Do. div. certificat.	5,499 96	
Do. floating debt, including discount and exchange	6,173 36	
	$71,730 94	
Taxes	4,670 13	
		76,401 07
Net result		$21,798 44

The balance, which shows a fraction over two per cent. on the capital stock, has been paid to decrease the indebtedness of the company.

Chesapeake and Delaware Canal.

From the forty-first annual report of this company, made June 4th, 1860, we learn that the receipts from tolls for the year ending May 31, 1860, amount to | $216,255 54
From other sources | 16,885 62
Total | $233,141 16
The contingent and incid'tal expenses, which include all items for repairs, salaries, wages, interest on loans, and all other expenses, amount to | 214,528 03
Leaving a surplus of | $18,613 13

This statement, compared with that for the year ending May 28th, 1859, shows an increase of net revenue of $12,207.36.

The canal is in excellent order. All necessary repairs have been promptly and faithfully made as required during the year, and there is no reason to apprehend obstructions to the navigation from any cause in the coming year.

Tolls received during year ending June 1, 1858	$207,005 90
Tolls received during year ending June 1, 1859	202,350 24
Tolls received during year ending June 1, 1860	216,255 54

Perth Amboy and Woodbridge Railroad.

A stockholders' meeting was held on the 9th, at which the following gentlemen were elected directors:—George Merritt, John R. Watson, E. Y. Rogers, James M. Chapman, Ellis Freeman, W. W. Mawbey and P. R. Hawley. This road, when built, will form a tributary branch to the New Jersey Railroad, with which it will connect at Rahway, and afford additional facilities to the people of Amboy to reach New York by land.

Tennessee and Alabama Railroad.

A meeting of the Directors of this road was recently held at Franklin, Tenn., which was attended by many friends of the road from other points, to consider the project of extending the road to a connection with the Mobile and Ohio, and the New Orleans, Jackson and Great Northern roads. The subject was thoroughly canvassed, and liberal propositions made to ensure its final success. The proposed extension will be about 87 miles in length, and will require $500,000 to grade the road. Of this amount, the Tennessee and Alabama Company agree to subscribe $200,000, and the balance, $300,000, it is proposed to raise in the counties along the line. The surveys have already been made.

Delaware, Lackawanna and Western R. R.

This company have declared a dividend of 6 per cent. for the six months ending June 30, which will be endorsed on the scrip about to be issued to provide means for the payment of the income convertible bonds heretofore issued. The company has also declared its intention to terminate the convertability of the outstanding $1,195,000 income bonds, and its readiness to pay them off when presented. In order to do this the company has resolved to issue a scrip stock to the amount of one-half its present capital, which is $3,931,800, upon which the present dividend is indorsed, equal to 12 per cent. as payment. The new stock will yield $1,720,000 to pay $1,195,400 of bonds, leaving $534,000 for other purposes. The interest on the income bonds will not be paid after December 1, 1860. The official announcements of this action were as follows:

OFFICE OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD CO., No. 35 William St., New York, June 14th, 1860.

NOTICE.—A dividend of 6 per cent. for six months ending 30th June, inst., has been declared on the capital stock of this company, which will be indorsed on the scrip about to be issued to provide means for the payment of the income convertible bonds heretofore issued.

The stock transfer books will be closed from this date to the morning of July 5th.

By order of the Board of Managers.

A. J. ODELL, *Secretary.*

At a meeting of the Board of Managers of the Delaware, Lackawanna and Western Railroad Company, at their office, No. 35 William street, in the city of New York, on Thursday, the 14th day of June, 1860, the following Preamble and Resolutions were adopted:

Whereas, by a clause in the Income Convertible bonds of this company, the right was reserved to redeem the same at any time before their maturity, by paying the principle and interest due thereon, on giving notice to the holders thereof.

Now, therefore be it

Resolved, That the said Delaware, Lackawanna and Western Railroad Company now elect to pay the said bonds, and that the same be paid, together with the accrued interest thereon, on the presentation thereof to the Treasurer of this company at its office, No. 35 William street, New York.

Resolved, That this company will not pay inter-

est on the said bonds after the 1st day of December next.

Resolved, That this company give notice to the holders of the said bonds of the foregoing resolutions, by publishing the proceedings of this meeting.

OFFICE OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD CO., No. 35 William St., New York, June 14, 1860.

In accordance with the action of the Board of Managers above stated, notice is hereby given to all holders of the Income Convertible bonds of this company, that they will be paid on presentation at this office, with the accrued interest thereon, and that the right of conversion ceases from this date, and that interest on the said bonds will not be paid after the 1st day of December next.

By order of the Board of Managers.

C. R. ROBERT, *President.*

A. J. ODELL, *Treasurer.*

European and North American Railway.

Statement of the Traffic Receipts on the Saint John Division for four months ending 31st May, 1860:—

	Passengers.	Freight.	Storage.
28th Feb.	£494 11 4½	£612 12 0	£1 0 0
31st March,	612 17 6	532 9 2	1 5 9
30th April	600 11 6	475 8 3	1 1 3
31st May,	774 10 3	607 10 10	1 13 0
Totals,	£2,482 10 7½	£2,228 0 3	£5 0 0

The total receipts from all sources being £4,715 10s. 10½. during the four months.

Bank of Tennessee.

The following is an extract from the official report of the Bank of Tennessee and branches, which are owned by the State:

To State bondholders, 6 per cents, due 1868		$1,000,000
Improvement and Education funds		2,679,068
Making a total capital of		$3,679,068
To State, for Treasury balance	$264,527	
And for Common Schools	376,663	
And for S. fund and profit and loss	199,667	
		837,775
Due to banks out of the State	$158,052	
Due to banks in the State	61,849	
		219,899
Circulation		1,196,863
Discount on State bonds		17,430
Individual depositors		957,333
Fund for purchase of State bonds		44
School fund bond		8,112
Total		$6,916,507
Discounted notes	$1,962,594	
Domestic bills	1,737,000	
Bills and notes in suit	781,707	
State bonds discounted	480,222	
Common School bonds	24,480	
Real estate	238,441	
		5,224,385
Branch balances	$113,109	
Due from banks outside of the State	563,661	
Due from banks in the State	19,469	
		696,230
Interest paid on State bonds		55,154
Robbery at Clarksville		17,885
Cash, viz:—		
Notes of other banks	$128,599	
Gold and silver	793,893	
		922,852
Total		$6,916,507

The bank is the fiscal agent of the State, and through the Merchants' Bank of this city pays all interest on the public debt of the State of Tennessee, without reference to the contingency of failure on the part of the railways to provide promptly on the State bonds loaned to them in consideration of a first mortgage lien of $10,000 per mile. This duty, however, is complied with by the companies at the bank in Nashville.

Commerce of Lake Superior.

We are indebted to Henry H. Hale, recently of this city, but now a resident of Ontonagon, Mich., for the following statement of the amount received for tolls on articles passing through the St. Mary Canal since its opening in 1855, to and including the year 1859:

1855	$4,374 66
1856	7,575 98
1857	9,406 74
1858	10,848 80
1859	17,361 53

The length of the St. Mary's Canal is about three-fourths of a mile. It has an average breadth of seventy-five feet, and a depth of eighteen feet.

Our informant states that the estimated valuation of copper and iron exported from the Lake Superior region in 1859 was $3,741,899.—*Buffalo Com. Adv.*

Covington and Lexington Railroad Bonds—The Injunction Dissolved.

On the first day of June an injunction was granted by a Kentucky County Court, forbidding the payment of the interest due on that day upon $17,000 of Third mortgage bonds of the Covington and Lexington Rai road, held by Mr. Henry Vallette, upon the representation that new testimony had been discovered in regard to the priority of the issue of the Income and Third mortgage bonds. The case subsequently came up for argument in the Fayette County Court, and after a brief consideration of the points presented by counsel, the injunction was dissolved, and the interest ordered to be paid. Mr. Vallette was ordered to give bonds for the amount, subject to the result of a trial in July next, when the facts involved in the original application for an injunction will be presented. The holders of some of the income bonds of the road claim priority over certain Third mortgages in dates of issue.

Lexington and Southern Kentucky Railroad.

This company was organized at Danville, on the 6th inst., Charles Caldwell, Esq., was elected President, *pro tem.*, Wm. J. Moberly, Secretary, and A. G. Gower Superintendent and Engineer.

The early completion of this road to the Kentucky river, to which it is already graded from Nicholasville, will insure its rapid construction to Danville via Harrodsburg, for then, Boyle, Mercer, Lincoln, and other counties, will be convinced of its success and inestimable value.—Thence its continuance to our southern border, so as to put us in connection with the South Atlantic and Gulf of Mexico, will be a fixed fact.—*Lex. Obs. & Rep.*

New Orleans, Jackson, and Great Northern Railroad.

At the last monthly meeting of the Directors of this road, a committee was authorized to make arrangements for laying the iron as speedly as possible upon that part of the extension of the road beyond Canton, of which the grading is under contract, and soon to be finished. It is stated that the exhibit of the finances of the Company ensures the punctual payment of the July interest on the bonds.

Sunbury and Erie Railroad.

We are informed that the Sunbury and Erie Erie Railroad Company will run their own road from Sunbury to Whetam, a distance of eighty-three miles, on and after the first day of July next. The intention of the Company is not to furnish the rolling stock, but merely to supply the motive power wherewith to haul the cars of the Northern Central Railroad Company. At Lock Haven commodious machine shops and depots have been erected. A sufficient number of locomotives are now building to accommodate the traffic. That portion of the Sunbury and Erie Railroad between Lock Haven and Sunbury is in excellent order. The western division, under the superintendency of Samuel A. Black, Esq., has been in efficient operation since the first of the year, and is doing a heavy freight business from the oil region of Pennsylvania. On the first of July next, the Sunbury and Erie Company will have one hundred and forty-nine miles of their own road in use, and with upwards of ten miles additional almost in working order.—*Pittsburg Post.*

Buenos Ayres and San Fernando Company Limited.

By the last mail from Buenos Ayres advices were received up to 28th March, announcing the arrival of Mr. Hopkins, resident director, who reports that arrangements are fully made for pushing on the works with the greatest activity, and that there is nothing to prevent the opening of the line to Belgrano, the second station from Buenos Ayres, in September next. The engineer appointed by the directors to superintend the construction of the line sailed from Southampton on the 9th ult., and has probably already arrived at Buenos Ayres. The ship "John Bunyan" sailed on the 9th inst., for Buenos Ayres with a cargo of sleepers and rails. The rolling stock has been ordered, and its construction is already commenced.—*London Railway Times.*

$500,000 EIGHT PER CENT. LAND GRANT MORTGAGE BONDS OF THE TEXAS AND NEW ORLEANS RAILROAD COMPANY (Texas Division), secured by a mortgage upon one hundred and six (106) miles of railroad and its appurtenances, of the estimated cost of $2,920,000, and upon seven hundred and sixty-eight thousand (768,000) acres of valuable land, are now offered to the public as one of the most desirable and reliable securities at present upon the market.

THIS ROAD

is the Texas Division of the great trunk line which, within twelve to eighteen months, will connect Houston, Galveston and every important point in Texas, with New Orleans, and, in communication with the lines running North and already completed, place New York within 90 hours of Houston.

THE BONDS

will be redeemable on 1st November, 1878, bear 8 per cent. interest; coupons payable semi-annually, on 1st May and 1st November, in the City of New York.

As additional security for prompt payment of the coupons, pending the completion of the entire road, are mortgaged by special trust-deed, 76,800 acres of land, together with town lots and individually donated lands, at present valued at $600,000.

Maps, prospectuses, copies of charter, trust deeds, land grants, and every information, may be had upon application to C. CONGREVE & SON, No. 6 Pine st.; or E. WHITEHOUSE, SON, & MORRISON, No. 38 William st., Merchants' Exchange.

1m24

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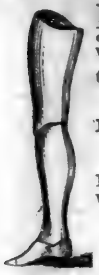
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9	" 16 "		1 to 1	21.	" 30 "		1¼ to 1
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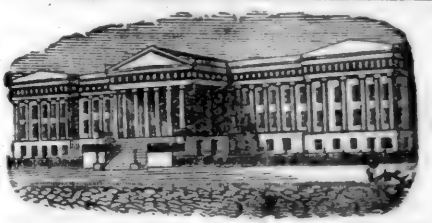
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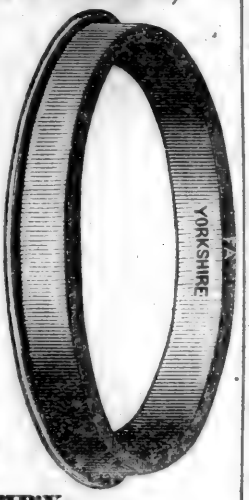
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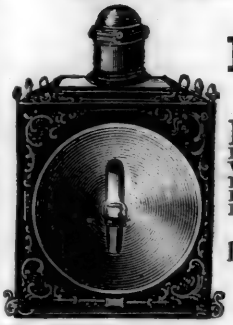
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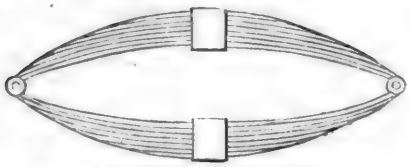
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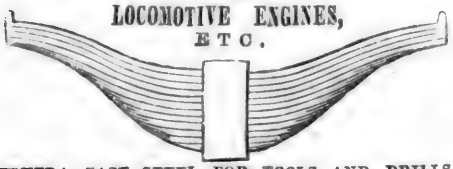


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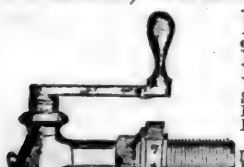


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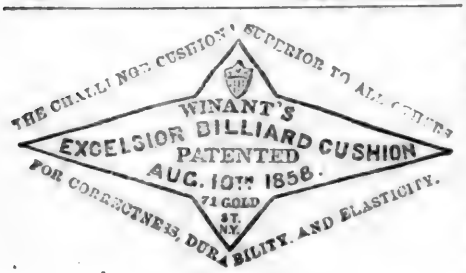
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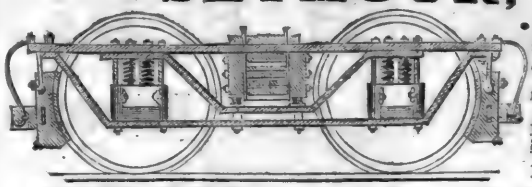
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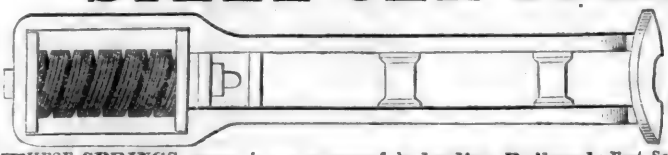
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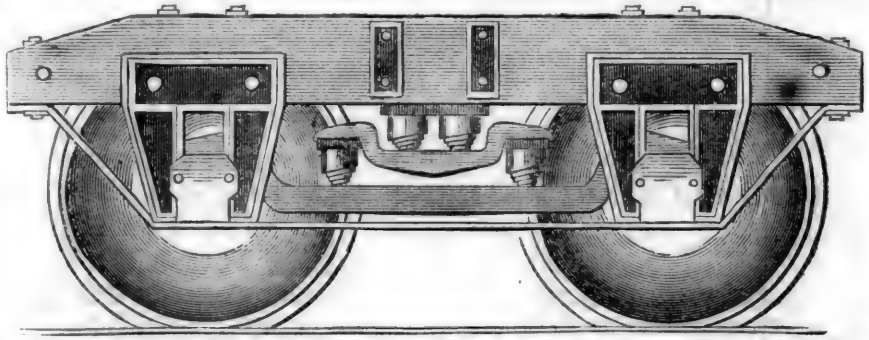
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HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Michigan Central Railroad 549
Minnesota and Pacific Railroad 550
Power of Governor to sign Bills after the Adjournment of the Legislature 552
Panama Railroad 555
Columbus and Indianapolis Railroad 555
Morris and Essex Railroad 555
Funded Debt of North Carolina 556
Delaware and Raritan Bay Railroad 556
Railroads of the State of New York 557
Farm Mortgage Bonds in Wisconsin 565
Long Dock Tunnel, N. J. 565
Illinois Central Railroad 565

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, June 30, 1860.

Michigan Central Railroad.

The annual meeting of this company was held in Boston on the 25th inst. From the report of the Directors and Officers, which was presented, we learn that the earnings of the road during the fiscal year ending May 31, 1860, were:

From passengers		$803,507 97
" freight		962,621 70
" miscellaneous		66,815 19
		$1,832,944 86

And the operating expenses, including taxes, were:

Repairs of road	$206,766 86	
" buildings	40,954 21	
" locomotives	74,037 27	
" cars	76,906 69	
Locomotive service	37,119 24	
Train do.	36,125 00	
Station do.	270,244 91	
Fuel	117,276 65	
Oil and waste	22,935 74	
Stationery	15,216 55	
Operating telegraph	10,037 55	
State Tax	92,468 38	
Steamboat account	20,310 70	
Miscellaneous	57,083 76	
		1,077,483 51
Net earnings		$755,461 35

Compared with the previous year, the gross earnings from passengers and miscellaneous show a decrease of $156,371 05
With an increase in freight earn'gs of. 131,186 24

Making the decrease in gross earnings. $5,184 81
This, with an increase in expenses of... 4,750 63

Make a decrease in net earnings of $9,935 44

Another comparison is also instituted of the business of the past with the preceding year, by which it appears that during the months of June, July, August and September, there was a falling off, principally in passenger traffic, of $126,077.21; but which amount was recovered during the remaining eight months to within $5,184.81. The principal falling off in passenger earnings having occurred in the early part of the year, hopes are entertained that the minimum point has been reached, and that the ensuing year will show a favorable comparison with the one just closed.

The bonded debt of the company June 1, 1859, was		$8,184,488 89
Less sinking fund		64,800 32
Total net bonded debt		$8,119,688 57
Capital stock		6,057,840 00
Total		$14,177,528 57
The bonded debt now is	7,914,488.89	
Less sinking funds	160,427.10	
	7,754,061.79	
Add floating debt	90,781.71	
Capital stock	6,057,820.00	
		13,902,663 40
Total reduction of debt		$274,865 17

The gross receipts, as per Treasurer's report, for the year have been $1,852,473 17

Operating expenses	$985,015 13	
Taxes	92,463 88	
		1,077,484 01
Net receipts		$774,989 66
Amount paid during the year for interest, exchange, and discount on bonds sold to meet those matured, including $75,000 to sinking fund..		805,760 03
Amount taken from the balance of past year, standing to the credit of Income account		$30,770 37

The construction account has not been increased during the year.

It will be seen by the above statement, that the company, after meeting all operating expenses, paying $75,000 to the sinking fund, its interest, taxes, exchange, and discount on bonds issued to meet such of the bonds as matured in April last, was obliged to draw from the balance standing to the credit of income account, the amount of $30,770.35—thus reducing the balance to the credit of that account to $78,205.62.

The floating debt, amounting to $90,781 71, has been incurred in consequence of the unwillingness of the board to sell at less than par, the small remaining amount of bonds necessary to replace those which have matured and been paid.

The bonded debt, inclusive of the amount held by the trustees of the sinking fund, has been reduced $270,000. This reduction arises from the collection of a portion of the accounts and bills receivable held last year, and from the proceeds of the company's notes, forming the floating debt above alluded to. The proceeds of bonds to be sold, say, $85,511 11, with cash on hand and accounts receivable, will be more than sufficient to cancel the floating debt and also to pay the remainder of the bonds which matured April 1, 1860, say $21,000, not yet presented for payment. A further amount of $504,000 of bonds will mature 1st October next, to meet which the Company has a reserve of an equal amount of mortgage Sinking Fund bonds.

In order to place the different issues of bonds under the mortgage upon the same footing, a further sinking fund has been created, applicable to those issued to replace the bonds of 1860, which is rateably equal to the sinking fund originally provided, besides including the probable balance from said original sinking fund. Under these arrangements, it will be seen that the finances of the company are in a perfectly satisfactory condition, and that, the floating debt being practically extinguished, the net earnings may hereafter be applied to dividends. The road and property of the company have been well keep up, and considerable renewals and new permanent work done; among other things, 14 pile bridges have been entirely rebuilt, 18 arched and open culverts have been put in place of a like number of wooden structures; 40 miles of new fence have been built,

and other improvements have been made. One first class sleeping car, three drovers sleeping cars, and thirty-five combination freight cars have been built new; and thirty-six more of the latter nearly completed—all of which has been charged to operating expenses.

The equipment of the road consists of 98 locomotives; 70 first class, 12 second class, 31 third class, and three drovers sleeping cars; 23 baggage cars; 1,285 freight cars; and 251 gravel and other cars.

The number of miles run with passenger trains, was 582,638; with freight trains, 450,449; with working trains, 123,016—total miles run by locomotives 1,156,103. Total tons of freight moved during the year, 295,276. The whole number of passengers carried was 324,421½—of which 251,755 were way passengers; the latter yielding a revenue to the company, of $361,556 41. The number of through passengers was 72,666½, and the revenue therefrom $441,951 56.

GENERAL STATEMENT.

Capital stock	$6,057,820 00
Bond Account, viz:—	
6 per cent. sterling bonds, unconvertible, 1st mortgage	467,488 89
8 per cent. sterling bonds, convertible, 1st mortgage bonds	500,000 00
8 per cent. unconvertible	250,000 00
8 per cent. b'ds, convertible, 1st mt'g.	3,122,000 00
8 per cent. bonds, convertible 1st mortgage, sinking fund	3,575,000 00
To income acc't, balance of this acc't.	78,205 62
Unpaid dividends	380 00
Bills payable	60,781 71
Total	$14,141,676 22
Construction, No. 1, purchase of road.	$2,000,000 00
Construction, No. 2, expenditures since purchase	10,847,238 17
Cash on hand	32,619 83
Accounts and bills receivable	58,765 10
Assets in hands Oliver Macy, Gen'al Receiver	28,424 90
Assets in hands R. N. Rice, General Superintendent	44,151 67
New Albany and Salem Railroad Co. stock	609,763 99
Joliet and Northern Indiana Railroad Co., stock	168,225 00
Joliet and Northern Indiana R. R. Co., construction	40,760 18
Steamboats	311,719 88
Total	$14,141,676 22

President—JOHN W. BROOKS.

Directors—John W. Brooks, Nathaniel Thayer, R. B. Forbes, H. H. Hunnewell, J. M. Forbes, Boston; Elon Farnsworth, Detroit; Erastus Corning, Albany; D. D. Williamson, Edward Minturn, New York.

Vice President—H. H. HUNNEWELL.

Treasurer—ISAAC LIVERMORE.

Superintendent—R. N. RICE.

Sunbury and Erie Railroad.

Mr. Gay, Vice-President of the Sunbury and Erie Railroad Company, has selected a site for an engine house and machine shop, on Col. Cake's farm, just above the Sunbury borough line. The contractors commenced work on Wednesday, under Mr. Macklin, the Superintendent, and Mr. Foster, an engineer, and expect to have the turntable so far completed that it can be used on the 1st of July, when the Sunbury and Erie Company will resume possession of their road, and work it themselves. The Northern Central cars will be run through to Lock Haven, but the conductors, engineers, with their engines, and the employees generally, will stop at Sunbury, the terminus of the Northern Central road. The Catawissa trains will be stopped at Milton, and will be taken from that point by the engines of the Sunbury and Erie road, though it is said that the company intend to contest their right to run under their lease.—*Sunbury American.*

Minnesota and Pacific Railroad Company.

Having omitted to publish, at the time it was issued, the Second ANNUAL Report of this company, which was presented to the stockholders on the 22d of June, 1859, we have concluded to give at this time, a number of extracts from it—sufficient to show the position of the company at that time. The report says:

Since the last meeting of the stockholders the company has executed a deed of trust to Elon Farnsworth, Ex-Chancellor of Michigan, Edward P. Cowles, Ex-Justice of the Supreme Court of New York, and William H. Welch, Ex-Chief Justice of Minnesota, of its lands, roads, franchises, &c., to secure the payment of the bonds therein authorized to be issued.

It contemplates the issue of plain bonds of the denomination of one thousand dollars each, redeemable on the 1st day of August, 1883, bearing interest at the rate of seven per cent. per annum, payable semi-annually in the city of New York.

The issue is limited to thirty-five thousand dollars per mile. Companies of other States have mostly limited their issue to thirty thousand dollars per mile, but experience has proven that as a consequence they have been obliged before, or soon after the completion of their roads, to resort to a second, and sometimes to a third, mortgage, or have incurred a large floating debt which has in too many instances nearly produced their financial ruin.

To avoid the necessity of executing a second mortgage, or of incurring a floating debt, the trust deed authorized the issue and sale of an amount conceived to be ample to construct and equip the road, provide for interest and all contingent expenses; while if that amount should prove to be more than may be required, the power to issue to the utmost limit need not, and, of course, will not, be exercised.

The bonds are to be countersigned and registered by the trustees, and are to be issued only as the road is under contract and in course of construction in sections of forty miles.

They may be used in payment for lands. The lands are to be appraised, under oath, and copies of the lists of appraisals are to be furnished to the trustees. They may be sold by the company partly upon credit, and in such case, upon payment of a portion of the purchase money and the execution of a mortgage to the trustees to secure the payment of the balance, a complete title may be given to the purchaser.

The money thus accumulating in the hands of the trustees, is to be appropriated by them, first, to the payment of interest upon the bonds, and, second, to the payment or retirement from the market of the bonds themselves. These, in short, are the main features of the deed.

It was prepared with great care, and received the attentive consideration of the trustees, all of whom have occupied high judicial stations. One of them, (Ex-Chancellor Farnsworth,) has had much observation touching the operation practically of the land grant railroad system of the Western States, and other prominent roads of the country. His experience, combined with the legal knowledge and elevated character of himself and his associates, would seem to warrant the belief that the best interests of the bondholders, as well as of the stockholders, are abundantly protected so far as protection rests upon that instrument.

The deed was executed, of course, subject to the conditions and restrictions contained in section ten, of article nine, of the State constitution as amended, authorizing a loan of State credit to the several land grant railroad companies.

A difference of opinion arose between the Directors and the Governor of the State, respecting the construction of this constitutional amendment. The latter held that the company was bound to execute an exclusive first mortgage to secure the payment of $1,250,000 of the bonds to be issued to this company, so as to give the State a priority of lien upon the lands, franchises and property of the company over all other holders of the company's mortgage bonds. The Directors believed that the true intention of the constitution was to give the State no other preference over other holders of the company's bonds, than that secured by a conveyance to the State of two hundred and forty sections of land and the net earnings of the road. In this view the Supreme Court concurred.

It has ever been the policy of the Directors of this company to provide against a floating debt, and to have but one class of creditors, and that class to be bondholders, secured by one mortgage and having but one interest, for were there two classes, the interests of the one would certainly be hostile to the interests of the other, and thus one class of creditors might be sacrificed entirely, although the property were ample to secure both, provided their interests were mutual, as they would be if their securities stood upon the same footing.

With this policy in view, it was made known to the Legislature that inasmuch as the bill pending in that body did not contemplate a loan of more than twenty thousand dollars per mile, this company would not accept State aid if it were only to be had upon the terms of a first mortgage to the State, which many members at first seemed inclined to exact.

The question of a first mortgage was yielded by the Legislature on condition that each company should give the State a prior or exclusive lien upon the net earnings of its road, and upon two hundred and forty sections of land. To that extent the citizen bondholders do not stand upon an equal footing with her, and for this reason the Directors of this company with reluctance consented to modify their original policy.

The company conveyed 240 sections of land to the Governor, and also the net earnings of the road, by such proper instruments as met his approval, and having graded and prepared ten miles of road-bed ready for the superstructure, the company then tendered him one hundred thousand dollars of its first mortgage bonds, and demanded an equal amount of State bonds, which were refused. A proper application was then made to the Court for a *mandamus* directing him to comply with our demand, and after argument and deliberation, on the — day of December, the *mandamus* was granted.

But this procedure involved delays and occasioned discussions, and encouraged the original opponents of the loan to renew their warfare upon the measure, the companies, the Court and the Executive, to such a degree as thus far to have rendered the State bonds nearly unavailable for the purpose for which they were intended.

Before complying with the order of the Supreme Court, however, the Governor required the company and trustees to execute a supplement to the original trust deed, the principal feature of which is that in default of payment of interest to the State Treasurer, that should become due on the first mortgage bonds of the company, the Governor is empowered to demand an immediate foreclosure of the trust deed for the benefit of the State, and in case of neglect on the part of the trustees to foreclose, the Governor is authorized to do it.

It contains other provisions of a less important character, for the particulars of which you are referred to the instrument.

As neither the charter of the company nor the constitution empowered the Executive to make such a requirement of the company, as there was and could be no consideration to support the instrument, and as its execution was compulsory, it is questionable whether it is binding upon the conscience of the company, or has any legal force whatever.

There have been executed by the company and

countersigned by the trustees and registered by them, nine hundred bonds, five hundred of which have been exchanged with the State for State bonds, and three hundred and eighty-seven now remain on hand. Thirteen have been sold at their par value in payment of right of way in the city of St. Paul.

Of the five hundred State bonds which have been received by the company, fifteen have been sold, and four hundred and eighty-five have been paid to the contractor, Selah Chamberlain.

As yet no stock has been issued to subscribers. And none of the State Railroad bonds issued to this company have been used for banking.

With all these facts before capitalists, added to the vast amount of capital that has been nominally, if not actually, sunk in railways, they do not, nor can it be reasonably expected that they will, manifest any immediate anxiety to undertake, or furnish the means for, new enterprises, however desirable they may have been considered as investments two years ago.

The efforts, therefore, which have been made to induce them to undertake a speedy construction of the road of this company to the Red river of the North, have so far proved unavailing. The main efforts of the Directors have been constantly directed to this end. What results they may produce are yet in the future.

The report of the Chief Engineer shows that at mid-winter fifty-four miles of the road-bed of this company, including culverts, bridges and mechanical structures, were prepared for the superstructure; that sixty continuous miles are now nearly ready for the rail; and that the work remaining to be done, to complete 62½ miles for the iron, from St. Paul up the valley of the Mississippi, under Mr. Chamberlain's contract, will occupy about two months in its performance.

A sufficient number of cross-ties are at St. Anthony to lay the track from St. Paul to that place.

The Secretary's report shows the amount of outstanding warrants drawn upon the Treasurer by the President to be $41,709.07.

The report of the Treasurer shows that

he has received for capital stock	$53,470 00
Upon bills payable	30,450 00
Total	$83,920 00
And that he has paid out	83,913 68
Leaving a balance on hand of	$6 32

The Directors hope to have the road in operation between St. Paul and St. Anthony during this year. No efforts will be spared to effect it; and if the State bonds can be made available for the purchase of iron and rolling stock, it will be accomplished; and by the first of November, 1860, it is believed that 62½ miles will be in successful operation. To that extent only does the aid of the State apply.

By prudent management and strict economy, it is thought that that much road can be constructed without having recourse to a sale of first mortgage bonds.

The company will then be entitled to 230,400 acres of land, lying along the valley of the Mississippi river, extending from St. Anthony to Watab, where they will be at liberty to sell. With the proceeds of lands and the net earnings of the road, it is believed that the company will be able to discharge its obligations as well to the State as to others, and to be able to proceed with the extension of the road.

On the whole, although the company is affected seriously by the embarrassments prevailing throughout the State—partly by reason of the many circumstances which have combined to depreciate the standing and credit of the State bonds—still the Directors feel assured that these bonds will yet be available, and that their intrinsic value will become equal to that of the stocks of any other State in the Union. The condition of the company is, therefore, more satisfactory than could have been expected, and from the future there is much more to be hoped than to be feared.

We give also in this connection, the following statement made to the Legislative Investigating Committee, consisting of Hon. J. H. Stewart, Chairman of the Senate Committee, and Hon. G. R. Cleveland, Chairman of the House Committee on Railroads and Railroad Bonds:

OFFICE OF THE MINNESOTA & PACIFIC R. R. Co.
St. Paul, January 28th, 1860.

In pursuance of the joint resolution of the committee of which you are chairmen, respectively, "That a communication be addressed to the Presidents and Treasurers of each Land Grant Railroad Company in this State, asking what amount of First Mortgage Bonds their respective companies have issued and are now outstanding? To whom delivered, for what purpose or purposes? and at what price or prices the same were negotiated? and also a full and perfect statement under oath of the conditions and transactions of their respective roads since their incorporation until the day of such statement so certified as above to this committee;" I have the honor to refer you to my communication addressed to the Honorable Chairman of the Senate Committee under date of December 27th, 1859, and in connection therewith to submit the following statement:

The whole number of First Mortgage Bonds executed by this Company and countersigned and registered by the Trustees is 900, amounting to	$900,000 00	
Of these there have been deposited with the State Treasurer pursuant to law 625, amounting to	$625,000 00	
Sold to James M. Winslow, Esq., in payment of right of way, 13, amounting to	13,000 00	
Sold to Jesse M. Stone, Esq., for the charter of the Northern Pacific Railroad Company, 5, at 75 cents on the dollar, and amounting at par to	5,000 00	
Hypothecated in New York and Detroit with Hon. Elon Farnsworth, Hon. E. P. Cowles and Schuchardt & Gebhard, for salaries of Trustees, counsel and attorneys' fees, and cash borrowed (for in the aggregate $11,500) 85 amounting to	85,000 00	
And there remain on hand and now in possession of the company 172, amounting to	172,000 00	
Total		$900,000 00

The unfunded liabilities of the company it is impossible to state with entire accuracy, inasmuch as with the principal contractor there has been no settlement, nor indeed with either of them. But aside from what there may be ascertained to be due to them, there are outstanding notes, obligations and claims, exclusive of interest (a considerable portion of which are in suit and are being defended and the payment of others of which if sued will be resisted) amounting to the sum of $88,828 46

Judgment in favor of Philip Fox for	254 42
Judgment in favor of Michael McCabe for	177 39
Outstanding warrants	14,192 44
Estimated amount due for salaries of officers, trustees, state agent, counsel and attorneys' fees, etc., (for payment of $11,500 of which first mortgage bonds are hypothecated)	25,000 00
Claimed by the State for arrears of interest, for which the State has $25,000 of her own bonds	21,000 00
Due on estimate in favor of A. G. Frink, contractor	3,173 28
Total	$152,625 99
Deduct amount of State bonds withheld by the late Governor, and now in the hands of the State	25,000 00
Balance	$127 625 99

Subscriptions have been made to $1,301,160 of the capital stock of the company, and 5 per cent. paid thereon in cash, right of way, etc., amounting to $65,058,

The necessary right of way in the city of St. Paul, and also in the city of St. Anthony, has been mostly obtained and the title secured, together with the station grounds. A considerable amount of right of way and station grounds have been obtained, conditionally, at Stillwater. A considerable portion of right of way has also been secured or contracted for all along the line from St. Paul to Crow Wing; and through the military reservation of Fort Ripley, a distance of about 20 miles, the right of way has been confirmed to the company by order of the President of the United States.

On the 27th day of July, 1857, the executive committee entered into a contract, subject to the approval of the board of directors, with Selah Chamberlain, Esq., of Cleveland, Ohio, for the construction of a single track sub-grade railroad from Stillwater to Crow Wing, from Stillwater to St. Anthony at $22,000 per mile, and from St. Anthony to Crow Wing at $13,000. The work was to be commenced by the first day of October 1857, and the first division, from Stillwater to St. Anthony, was to be completed ready for a train of cars on or before the first day of September, 1859, and that portion of the first division between St. Paul and St. Anthony was to be completed ready for a train of cars on or before the 1st day of October, 1858, and thereafter the portion between St. Anthony and Crow Wing was to be completed at the rate of not less than 30 miles in each year.

Mr. Chamberlain commenced work in accordance with this contract on the 1st day of October, 1858, both at St. Paul and St. Anthony, and continued the same for about one month.

The financial embarrassments into which the whole country had been plunged led the company to inform him that there was but little hope of being able to make payments according to the the terms of the contract, and to suggest to him that the work, as well as the ratification of the contract, should be postponed, and to these suggestions he readily acceded.

On the 13th of April, 1858, the company made a new contract with Mr. Chamberlain for the construction of 60 miles of first class single track railroad, with all necessary side tracks, complete, including switches, frogs, chairs, spikes and iron rails weighing not less than 55 pounds per lineal yard, from St. Paul to St. Anthony, and thence up the Mississippi river, via Anoka, to Big Lake; to be completed ready for the rolling stock in two years from the 25th day of May, 1858; for which they were to pay him in State railroad bonds at their par value at the rate of twenty thousand dollars per mile, and in first mortgage bonds at their market value, at the rate of three thousand dollars per mile.

On the 23d of June, 1858, a supplement was added to this contract, by the terms of which Mr. Chamberlain was to extend the road 30 miles, terminating at St. Cloud or Sauk Rapids, for the sum of eighteen thousand dollars per mile, doing all the work and furnishing all the materials except the iron rail specified in the original contract. For this he was to be paid $250,000 in State railroad bonds at par, and the balance in cash.

The company were desirous of getting their road into operation from St. Paul to Stillwater as early as possible, and thence unite with the Hudson and Superior Railroad at some suitable point east of Stillwater, which latter road is now being constructed, and from twenty to forty miles of which will without doubt be in operation by the 4th of July next, and, therefore, the directors, having reason to believe that they could successfully negotiate their first mortgage bonds, (in which opinion the contractor fully concurred), on the 15th day of July, 1858, entered into a contract with Alexander G. Frink, Esq., of Philadelphia, "to construct and finish in the most substantial and workmanlike manner, to the satisfaction of the engineer of said company, a first class line of railroad from the east end at section one at Stillwater to the point of junction with the branch of said road to the Mississippi river at St. Paul,

(a distance of about 16 miles), including all the materials and work necessary to complete said road to sub-grade, viz: grading, masonry, bridging, timber, trestle work, cattle guards, undation, and of all other work not enumerated, necessary to the full and entire completion of said work." Beginning at Stillwater, five miles were to be finished on or before the 15th day of July, 1859, and the whole of said work by the 15th day of July, 1860, and for which he was to be paid $11,000 per mile.

Agreeably to the terms of this contract, Mr. Frink commenced work at Stillwater, and up to the 1st of February, 1859, he had expended, according to the estimate of the Chief Engineer, the sum of $3,173 28, which sum with interest is still due and unpaid.

When the contract was made with Mr. Frink it was believed that the State Railroad bonds would be disposed of and be made available in the hands of the companies and their contractors, at from 95 to 100 cents on the dollar, and that so soon as they had a market value the first mortgage bonds of this company might be safely offered in the market.

All efforts, however, to make the State bonds available having proved abortive, the first mortgage bonds were withheld from market, and Mr. Frink was notified that it would not be prudent for him to proceed under his contract until the financial condition of the company should have materially improved. Hence he suspended work.

The grading, bridging and mechanical structures pertaining to the road from St. Paul to a point opposite Monticello, having been nearly completed, and considering it of the first importance that a portion of the road should be put in operation at the earliest practical period, the directors and Mr. Chamberlain, by mutual consent, on the 13th of May, 1859, agreed to modify his contract so that he was to complete and equip the road from St. Paul to St. Anthony on or before the 1st day of January, 1860, and to have 62½ miles completed and equipped by the 1st day of November, 1860.

As will appear by a former report to the Senate committee 62½ miles are now ready for receiving the cross ties and iron, and ties are already furnished to supply the road from St. Paul to Anoka.

The State Railroad bonds loaned to this company have been rendered unavailable to the contractor, as he alleges, and hence his inability to comply with his contract as modified.

None of these bonds have been used for banking.

Although, considering the depressed condition of the country, the company have received a very large subscription to its capital stock, no certificates of stock have been executed nor, of course issued.

The "condition" of this company cannot be very well more fully described.

For more detailed information in respect to the "transactions" of the company, reference is hereby respectfully made to copies of the first and second annual reports of the directors to the stockholders of the company, and accepted by them, and to the report of the chief engineer, copies of which are herewith submitted; and also to the trust deed and the supplement thereto on file in the office of the Secretary of State.

All of which is respectfully submitted.

EDMUND RICE,
President Minn. & P. R. R. Co.

According to the third annual report of the company issued May 12th, 1860, but little progress has been made during the year towards putting the road in operation.

According to the report of the Chief Engineer it appears that "the entire work now completed consists of the location of the main line of road from Stillwater to the Bois des Sioux river, and the branch from St. Anthony to Crow Wing, and the preparation of that portion of the road from St. Paul to a point nearly opposite Clearwater, (a distance of a little over 62½ miles,) for the superstructure;" and, that "the earth work has withstood the action of the elements remarkably well, and a small expenditure will place it in as good condition as when first completed."

According to the report of the Secretary, the unfunded and outstanding liability of the company at this time, amounts to $94,888 55. This does not include any claim of the State.

There have been executed by the officers, and countersigned and registered by the trustees of the company, of first mortgage bonds		$900,000
Of these, deposited with State Treasurer	$625,000	
Hypothecated	85,000	
Sold to pay liabilities	31,000	
On hand	139,000	$900,000

During the month of May last, the contract then subsisting between the company and Mr. Chamberlain was modified by mutual consent. Mr. Chamberlain agreed to put the road into operation from St. Paul to St. Anthony on or before the first day of January last, and from St. Anthonny to a point extending 62½ miles from St. Paul on or before the first day of November next; to furnish the necessary rolling stock; to pay the then outstanding warrants drawn upon the treasurer; to pay the current expenses of the company; to procure the right of way, and to pay the interest upon the State Railroad bonds issued to the company, pending the life of the contract. He was to subscribe to $500,000 of the capital stock and pay 5 per cent. thereon, the payment to be made by a credit to the company after the final sum due him upon the completion of the contract; he was to select five of the fifteen directors and of the whole number none were to be changed except by his consent; and he was to receive the Minnesota State Railroad bonds of the company as soon as they should be obtained by the latter of the State.

He completed the grading of 62½ miles, and furnished ties sufficient for the tract to St. Anthony. He also redeemed the greater portion of the outstanding warrants and paid some other existing liabilities of the company as well as the greater portion of the current expenses up to the first of March last, when he gave notice that he was unable to pay any more. The company have literally complied with the contract on their part. Of course the most substantial and important obligations resting upon Mr. Chamberlain have not been fulfilled. No portion of the road has been put into operation, nor has the interest due upon the State Railroad bonds been paid by him; and he alleges that he is unable to proceed under the agreement until such legislation shall have been had by the State as will enable him to dispose of the State Railroad bonds paid upon the contract. Since your last meeting he has received $100,000 in State bonds, making in all $585,000.

The State claims that $21,000 is due for interest payable on the first day of December last.

Upon the completion of the 62½ miles of roadbed before mentioned the company applied to the then Governer of the State on the 28th day of September last for an additional issue of 25 State bonds. The work was examined by the State Engineer, who reported favorably upon the same, and twenty-five of the first mortgage bonds of the company were deposited with the State Treasurer. His receipt for the same, together with the report of the State Engineer were examined by the Governor and accepted by him as satisfactory.

It appears from his last annual message of the Legislature that he did not consider the railroad companies liable to pay the interest due upon the State bonds prior to the first days of December and June in each year. He had required the company, long before the application was made for the twenty-five State bonds, to enter into a stipulation with the State, in writing, that only one half of the State bonds, to which the company might become entitled, should be drawn upon account of grading, and the other half should be applied as the iron should be laid and the road put into operation. For what reason he withheld the State bonds has never appeared. The State Treasurer still holds the before mentioned twenty-five first mortgage bonds.

The State, then, committed the *first* default; and the question arises as to whether she is not bound to remove the default before she can enforce any remedy she might otherwise be entitled to receive as against the company. The administration of the five million loan measure on the part of the State thus far has proven anything but a success.

From the careful estimates, it is believed that your road can be put into effective operation from St. Paul to St. Cloud for the sum of $900,000. When completed to that point, the company will be entitled to the absolute ownership of 307,000 acres of land. Lying as it does along the valley of the Mississippi, on both sides, and within a very short distance of the numerous flourishing towns along the river, and being of a superior quality, an active demand for it would at once spring up, at prices ranging from $3 to $12 per acre. The astonishing increase of population along this valley, and the valley of the Sauk river, during the past two years, can hardly be credited by those who have not actually observed it. The increase of productions, and especially wheat, has been still more enormous. No one familiar with the localities can doubt that there would be sufficient business for the road, if completed to St. Cloud, to pay the interest upon the cost and keep up proper repairs.

The officers for the present year, are:

President—EDMUND RICE.

Directors—R. R. Nelson, Franklin Steel, Dwight Woodbury, Henry T. Welles, Edmund Rice, Benjamin Thompson, John S. Prince, J. P. Burton, Daniel Wells, Jr., E. Caldwell, Wm. B. Shute, Jr., D. C. Shephard, T. M. Metcalf, Joseph Chamberlain.

Secretary—T. M. METCALF.

Treasurer—E. CALDWELL.

Chief Engineer—D. C. SHEPHARD.

Journal of Constitutional Law.

POWER OF GOVERNOR TO SIGN BILLS AFTER THE ADJOURNMENT OF THE LEGISLATURE.

An important decision has been rendered by the General Term of the Supreme Court of the State of New York, in the first judicial district, in which it is decided that the Governor has no power to sign bills passed by the Legislature after its adjournment; the constitutional provisions, operating as an inhibition upon the right of the Governor to approve and sign, as well as a protection to his right, to return it with his objection.

The importance of this decision, especially if it should be affirmed by the Court of Appeals, is very great. Scarcely a legislature adjourns without leaving many and important bills unapproved by the Governor; and if a bill passed by the Legislature, but not approved by the Governor until after the adjournment of the Legislature, is not, owing, to this defect, to be considered a law, then many bills which have been heretofore deemed and acted upon as laws, are not laws, because of their unconstitutional enactment. The decision is based upon the proposition that the Governor is a part of the law-making power of the State. Each of the three constitutional powers must be consulted in order to make laws, and each power acts as a check upon the other in presenting improper legislation. Hence, says the learned justice who delivered the opinion of the Court, the conclusion, to my mind, is quite apparent, that all the law-making power of the State must be in a condition for present action whenever any bill becomes a law.

The case came before the General Term upon an appeal from a judgment of special term. The following is the opinion of the Court.

LEONARD, J.—The principal question upon which the determination of this case depends, is

the authority of the Governor to approve and sign bills which have been passed by the Legislatures after their adjournment.

This subject is regulated by article four, section nine of the Constitution, and upon the true construction and effect of the last paragraph of that section the whole case depends.

The section reads as follows:

"Every bill which shall have passed the Senate and Assembly, shall, before it becomes a law, be presented to the Governor; if he approve, he shall sign it; but if not, he shall return it with his objections to that house in which it shall have originated; who shall enter the objections at large on their journal, and proceed to reconsider it. If, after such reconsideration, two-thirds of the members present shall agree to pass the bill, it shall be sent, together with the objections, to the other house, by which it shall likewise be reconsidered; and if approved by two-thirds of all the members present, it shall become a law notwithstanding the objections of the Governor. But in all such cases, the votes of both houses shall be determined by yeas and nays, and the names of the members voting for and against the bill shall be entered on the journal of each house respectively.

"If any bill shall not be returned by the Governor within ten days (Sundays excepted) after it shall have been presented to him, the same shall be a law, in like manner as if he had signed it, unless the Legislature shall, by its adjournment, prevent its return; in which case it shall not be a law."

No bill can become a law without having been first presented to the Governor. He is thus a constitutional part of the law-making power of the State. While the Legislature are in session, it is his duty to sign any bill presented to him, or to return it with his objections within ten days. If he omit so to do, he loses his prerogative, and the bill becomes a law. While his duty is clearly defined in this respect, he is prevented, with equal precision, from capriciously interrupting the progress of legislation.

On the other hand, the Legislature cannot deprive the Governor of the exercise of his prerogative by a hasty adjournment within the time allowed him for considering and signing, or returning bills with his objections.

What is the contingency in which a bill shall not become a law? It is, as I understand the provision, when the Legislature have passed a law, and presented it to the Governor, and have then adjourned within ten days, and before the Governor has signed the bill or returned it with his objections. When the Legislature are in session, if he approve, he shall sign any bill presented to him within ten days; or if not approved, he shall within the same time return it with his objections; if he omit to sign or return it within ten days it shall be a law notwithstanding his neglect; if the Legislature adjourn within ten days after the bill has been presented to the Governor, and before he has signed or returned it with his objections, it shall not be a law.

If the construction demanded by the respondents be allowed to prevail, then there is no time fixed by the constitution when a bill which has been passed, and presented to the Governor within ten days before the adjournment of the Legislature, and not acted on by him, may not, at the will of the Executive, become a law. If the Governor may sign a bill one day after the adjournment of the Legislature, and cause it to become operative as a law, he may also sign and cause it to become a law five years after the adjournment. Such a contingency seems so absurb, that it only requires to be stated to rebut the presumption that the construction insisted on could ever have been the intention of the framers of the constitution. A bill becomes a law in ten days without the Governor's signature, when the Legislature are in session, by the express provision of the constitution. No one claims, however, that a bill may become a law after the Legislature adjourn, without the signature of the Governor, after the lapse of ten days from the adjournment, or any other length of time.

Had the constitution not directed that every bill, before it becomes a law, shall be presented to the Governor, and imposed upon him the duty of considering it for wise purposes, it might be urged, with controlling reasons, that he does not constitute any part of the law-making power of the govern ment. True, no part of the duties of legislation is vested in him. He does not originate or control the the action of the Legislature. There is no clause authorizing him to prorogue, but he may summon a meeting of the Legislature, when public emergencies require it. He has not authorized to make laws without the assistance of the Legislative bodies, nor can those bodies do so without the Governor.

Each of these three constitutional powers must be consulted in order to make laws, and each power acts as a check upon the other in preventing improper legislation.

Hence the conclusion, to my mind, is quite apparent that all the law making power of the State must be in condition for present action whenever any bill becomes a law.

When the legislature have adjourned, the law making power, for the time, has terminated.

An adjournment of the legislature within ten days after a bill has been presented to the Governor, in case he has not then signed or returned it, pre vents its return, and in that "case it shall not be a law."

This construction operates as an inhibition upon the right of the Governor to approve and sign, as well as a protection to his right to return it with his objection.

It gives full effect to the provision of the section in question, and not a limited and restricted operation, by confining the scope of the last paragraph to the case, only, of such bills as the Governor does not approve.

I cannot conclude without expressing my deep sense of the importance of the subject under cou sideration.

The length of time during which the practice of several eminent governors of the State has, as I am informed, sanctioned the usage of signing bills after the adjournment of the Legislature, and the large number of laws, and the pecuniary interests dependent upon the true construction of the constitution in this respect, and the very learned and able opinion of my associates from whose decision this appeal has been taken, have occasioned me much reluctance and hesitation in arriving at an adverse conclusion.

No instance of the exercise by the Governor injuriously to the true interests of the public of the authority claimed, to sign bills after the adjournment of the Legislature, has been brought to the notice of the court, and it is not believed that any such instance has ever occurred. It is, however, vitally important that no loose or latitudinarian construction of the fundamental law should exist or receive the support of the tribunals, whose duty it is to preserve that law in its orignal vigor and harmony.

This last consideration is paramount. I am therefore compelled to declare my opinion to be that the judgment of the Special Term ought to be reversed.

I am the more contented in declaring my decision adversely to the judgment rendered at Special Term from my belief that the Legislature, at its next session, will, and ought to confirm all acts which have been heretofore signed by the Governor after the adjournment of the Legislature, since the practice has not, as far as known, resulted in any public injury, and such vast consequences are depending.

Passenger Railroads in New Orleans.

The purchasers of the right of way for city railroads in this city have organized a corporation with a capital of one million of dollars to carry out this great work. The stock of the company was promptly taken by a few capitalists, and without solicitation or canvassing. The company will hold the right to twenty four miles of railroad, and with their abundant resources will proceed to lay down the whole extent of their contract as rapidly as possible.—*N. O. Delta.*

Chicago, Burlington and Quincy Railroad.

At the annual meeting of stockholders of this railrond company, held June 22d, 1860, the fol lowing persons were elected Directors for the ensuing year, viz: John Van Nortwick, Batavia, Ill.; Chauncey S. Colton, Galesburg, Ill.; James F. Joy, Detroit, Mich.; Erastus Corning, Albany, N. Y.; John M. Forbes, John W. Brooks, Samuel R. Spinney, Robert S. Watson, William Boott and Henry P. Kidder, Boston, Mass.; and Edward L. Baker, New Bedford, Mass.

Foreign Postage.

The following notice has been issued by the Postoffice Department:

PREPAYMENT OF POSTAGE BY STAMPS.

"The recent order of the Post Master General, requiring the prepayment of postage to be made in all cases by United States postage stamps, is said to have been misunderstood by some Post Masters, as compelling the prepayment of postage upon all letters and other mail matter addressed to foreign countries."

We are, therefore, requested to correct any misapprehension on this subject, by stating that the purpose of the new regulation, as is therein clearly expressed, is simply to require prepayment by postage stamps, instead of in money, in all cases when postage is prepaid in the United States, leaving it, as heretofore entirely optional with the senders to pay the postage in advance or leave it unpaid when mailing letters for Canada or other British North American Provinces, Great Britain, Prussia, France, Belgium and the German States, by the Bremen or Hamburg mails, as our postal arrangements with each of those countries have adopted the principle of optional prepayment. The new regulation referred to is in the following words:

"From and after the 1st of June, 1860, the postage upon all transient printed matter, foreign and domestic, and upon all letters, foreign and domestic, must be fully prepaid by United States postage stamps, except in cases where prepayment on letters, &c., to foreign countries is optional, and the senders do not wish to prepay."

Hoof-Plate and Gum-Cushion for Horses Feet.

Mr. Thomas M. Coleman, chief of the corps of reporters of the *Public Ledger*, has patented a contrivance, comprising a permanent plate attached to the hoof, between which and the ordinary shoe a strip of elastic gum is interposed, to receive the shock which attends the striking of the horse's foot against the cobble-stones. The invention is thus described in the *Ledger:*

A Valuable and Useful Invention—Important to Passenger Railroad Companies.—Mr. Thomas M. Coleman, of this city, has just received letters patent for a valuable improvement in the construction of horse shoes. It is well known that horses traveling over the paved streets, particularly those attached to passenger railroad cars, hacks, private vehicles, &c., are continually receiving injuries to their legs and hoofs, by the constant jar, caused by trotting over the stones. Young horses in a few months are lamed and many of them entirely ruined, except for use on farms and common roads. The improvement made by Mr. Coleman is designed to render the travel over paved streets as easy to horses as if they had soft ground beneath their hoofs. This object is obtained as follows: A thin plate of steel or iron is constructed to fit the hoof, and then the ordinary shoe. Between this plate and the shoe a strip of gum elastic or other equivalent substance is placed, and the three securely riveted together. To allow of the fastening of the plate to the hoof, and to give the gutta percha elasticity, without loosening the nails in the hoof, pieces are taken from the side of the lower shoe, which permits the heads of the nails to pass up to the plate, and thereby hold it

securely to the hoof, while the shoe and gum are held to the plate by the rivets put in before nailing it to the hoof. The plates when made will last for years, as they never touch the ground; and those using them upon their horses can, by having duplicate plates, always have shoes ready for their horses, which can be put on in a few minutes. The advantages of the shoe are that the gum between the plates will absorb all the vibration caused by the shoe striking the stones; hence there will be no jar to the horses' legs—thereby preventing all injury. The cost for shoeing, after the plates are first made, will be no greater than by the ordinary mode; while the advantage, in the opinion of the inventor, will save thousands of dollars to those who own large numbers of horses.

Philadelphia Car Wheel Works.

We copy the following interesting description of these Works from the Philadelphia *Inquirer*:

PHILADELPHIA CAR WHEEL WORKS—ASA WHITNEY & SONS.—This establishment was founded by the senior member of the firm, Mr. ASA WHITNEY, who, in 1847, with his son, Mr. GEORGE WHITNEY, began the manufacture of car wheels, at a small foundry in Willow street, below Thirteenth. He remained here about five years, adding to the firm two other sons, Mr. John R. Whitney and Mr. James S. Whitney. In 1852, the Willow street foundry being too small for the increased business, the present works, on Callowhill street, were commenced. They occupy the square of ground, 400 feet by 200 feet, extending from Callowhill street to Pennsylvania avenue, and from Sixteenth street to Seventeenth street.

At first the buildings consisted of a foundry on Pennsylvania avenue, 250 feet by 60 feet, with a wing 132 feet by 40 feet, running from each end to Callowhill street, and an office on the latter street 50 feet by 40 feet. In 1856 the demand for car wheels had so greatly increased that, while this firm were making 150 wheels per day, they were forced to decline orders, for want of room to fulfil them. They then extended the foundry to Seventeenth street and erected another wing on that street. This alteration gave them a clear casting room of 350 feet in length, with 50 feet at the end for the storage of coal and the entrance of a track connecting with the Reading Railroad, of which Mr. Asa Whitney is now the President. The wing on Seventeenth street contains the water closets, wash-room, blacksmith shop and storage room. The ground floor of the shop on Sixteenth street contains the pattern shop and lumber room, and in its basement are stored sand and charcoal. At the centre of the junction of each wing with the main building there is a handsome chimney 120 feet high, fluted throughout the whole length, and surmounted by an ornamented brick work capital, on which rest a cast iron top, 14 feet in diameter and weighing five and a-half tons. All the buildings are fire proof, and are covered with corrugated metallic roofing with iron rafters, purlines and tier-rods, on a plan invented by Mr. Asa Whitney, and executed at these works.

The peculiar process of making wheels at this establishment is the invention of Mr. Asa Whitney, patented by him April 25th, 1848. It consists in taking wheels from the moulds as soon as they are sufficiently solid to bear handling, and putting them into ovens previously heated to about the same temperature as that of the wheel when put in. All parts of the wheel are thus brought to the same temperature, and cooled slowly and uniformly, the heat in the ovens escaping only by radiating through a brick wall four inches thick and an iron casing one-eight of an inch thick. The necessity for such a process arises from the fact that the "tread" of the wheel, that part which, in running, comes into contact with the rails, requires an extra hardness to resist the friction of the brakes and rails. This is secured by "chilling." For this, the edge of the "flask" or mould is made of iron, while the rest is of sand; iron being a good conductor of heat, cools the liquid metal suddenly, and thus throws the edge into a hard white crystal. Sand being a poor conductor, gives off the heat slowly from the rest of the wheel, and the shrinkage which occurs as the liquid metal solidifies, must take place towards the edge or rim, which has already become set. This produces an inherent strain which would tear apart a wheel allowed to cool in the open air. Formerly this strain was partially overcome by cutting the hub open in three places, and, after cooling, banding it with wrought iron. By the "annealing" process, a prolonged cooling in which all the parts of the wheel cool alike, this strain does not occur.

The "chilled" edge of the wheel is not injured by the heat of the ovens; for, as this "chill" occurs at the moment the liquid iron enters the solid state, no temperature less than such as would begin to melt it again can afterwards soften it and destroy its solidity.

The "annealing" kilns, being patented, are the only ones in existence for such purposes. By this process the full strength of the iron is secured, as may be seen by specimens in the yard of the Works. Wheels cooled in the open air broke in several places by their own contraction in cooling. Wheels of the same pattern, made of the same kind of iron, cooled by the "annealing" process, were put in a lathe, and grooves were cut out of each wheel until not more than one-twentieth of the whole thickness of the wheel was left at the bottom of the cut, but there was no internal strain in the wheel to break the remaining thin shell. The spokes of wheels cooled in the open air were mostly broken off from the rim, while those which had been "annealed" had been cut nearly off by a large drill, without exhibiting any signs of fracture. In the manufacture of car wheels, this system exceeds all others as regards strength, durability, lightness, uniformity and economy.

There are five cupola furnaces, three of six feet in diameter, and two of forty-four inches in diameter. The two smaller ones are used for mixture of metal for special purposes. The cupolas are blown by two blowing-cylinders of forty-four inches in diameter and forty-four inches stroke, which force the air into a reservoir, from which it is let into any or all of the cupolas, as required.

The coal and iron are weighed in iron boxes on wheels, each box containing sufficient for one "charge" of the furnace. These boxes are raised to the "charging floor" in front of the furnaces by a hoisting apparatus, worked by steam. Slow melting is desirable for car-wheel iron. Ten varieties of iron are sometimes used in a single wheel, each kind possessing some essential advantage of strength, hardness, fusibility, or capacity for "chilling." The regular wheel mixture averages about forty tons a day. As the melted iron runs from the cupola-furnaces, it is caught in a large ladle, lined with fire-brick, holding fifteen tons. It is then poured by a screw-gearing driven by belting from the main line of shafting, into the smaller ladles, each holding sufficient iron for one wheel. These small ladles are on wheels, so as to be easily drawn by one man to the traveling cranes, which run on tracks the whole length of the moulding room. On both sides of these tracks are rows of "flasks" for moulding the wheels.

By these cranes the ladles are hoisted, and the metal is poured into the moulds. After a few minutes the flasks are uncovered, and the wheels are taken out on a small track to the "annealing" ovens, where they are left three days to cool.—The wheels are lowered into the ovens, and hoisted out again by hydraulic cranes. These are worked by an engine and double-acting pump which force the water into a reservoir at a pressure of 300 pounds to the square inch.—Pipes carry this water to the cranes, which are easily managed by one man. By opening or shutting valves the water is let into, or shut out of, another cylinder where it moves a piston which carries with it the chain which lifts or lowers the wheels. By means of other valves the cranes are turned upon their centres so as to reach the different ovens.

When the wheels are taken out of the ovens they are thoroughly cleansed, tested, and assorted in sizes, so that those of the same circumference shall be put together upon axles. They are bored and forced upon the axles in the machine shop. No key or spline is used to keep the wheels upon the axles, but being forced on at a pressure of from thirty to forty tons, they are kept there by the accuracy of their fit. This accuracy is secured by using Whitworth's celebrated standard gauges for all measurements in this establishment. In this way any number of wheels and axles may be bored and turned, so that any wheel will fit any axle but with certainty. A small crane is attached to nearly every lathe and boring mill, and thus every piece of metal is lifted to its place by one man. The wheel is bored, squared, and the edge of the hub chamfered, at one operation. All iron is assorted and mixed, and the quality of the mixture carefully tested, as regards strength, hardness, depth and soundness of "chill," by "trial pieces" or "test pieces" which are broken in a testing machine, and the pressure at which they break registered. The wheels are tested at every point in the "thread and in the "plate."

All over these works the visitor is struck by the remarkably systematic arrangements. Each workman is assigned a special place and a special duty, and he must be ready the moment he is needed. If he is unoccupied a moment, he does not leave his place to assist others, but rests till he is required. There is no confusion, excitement, or unnecessary noise. No man interferes with another, and thus more time and strength are gained than are lost by occasional resting. About 100 men are now employed here. But this is not an accurate criterion of the extent of the business, for everything is most wonderfully simplified, and everything but the mere handling of ordinary tools is done by machinery. About 150 wheels are made daily. These are sent to all parts of the United States, to Cuba, and even to Europe.

Cleveland and Pittsburg Railroad.

This road has been placed in the hands of a Receiver by order of the Circuit Court of the United States for the Northern District of Ohio, at the suit of M. W. Baldwin & Co. J. N. CULLOUGH, the President and Superintendent of the company, has been appointed Receiver. The claim of M. W. Baldwin & Co. is for locomotives furnished the the company in 1857, and amounts to about $122,000, no part of which has been paid. The Cleveland *Herald* says:

The financial difficulties of the company arising from a large floating debt, are such that it was impossible for the company, with the outside pressure upon it for payment, to be kept any longer out of the hands of a Receiver appointed by the Courts of Ohio, or a Sequestrator appointed by the Courts of Pennsylvania; and as the laws of Pennsylvania in regard to the appointment of sequestrators of insolvent corporations were passed before the public had become acquainted with the uses, necessities, and manner of operating railroads, and are in no respects adapted thereto, there is no doubt but that it was much better for all the parties interested in the railroad company, whether as bondholders, general creditors or stockholders, that the road should go into the hands of a Receiver instead of a Sequestrator.

Fredericksburg and Gordonsville Railroad.

A meeting of this Company was held in this place on the 15th. The old board of directors were continued, viz: P. Goolrick and C. C. Wellford, Esqs., on the part of the stockholders, and, until a new appointment, A. K. Phillips, O. M. Crutchfield and John H. Lee, Esqs., on the part of the State. Mr. Moore, of Orange, was re-nominated and unanimously elected President.

Reports were made by the President and by the Chief Engineer, C. M. Braxton, Esq., giving an expectation amounting almost to a certainty, that this much desired road is now in a fair way to be finished. We really desire, in common with the whole community, to see the improvement fully developed, and we hope soon to see a corps of laborers actually at work on the road.—Begun once

again, we fear no more obstructions, as our people seem lately to have taken upon themselves new energy and fresh enterprise.—*Fredericksburg Herald.*

Panama Railroad.

The following is the official statement of this company for the past six months:

EARNINGS.

Net amount received after deducting commissions, exchange, etc.		$723,315 59
Ascertained and in process of collection		29,776 65
For which returns have not been received from San Francisco and the Isthmus, estimated		54,000 00
Due from United States Government for mail transportation from Jan. 1, to June 30		50,000 00
Total		$857,092 24
From which deduct interest on bonds, with exchange and commissions	$91,998 11	
Disbursements in New York and on the Isthmus, connected with the running and repairs of the road	236,295 19	
Expenditures for new iron, freight cars, permanent improvements, wharves, water works, etc.	46,583 25	
New Granadian Government proportion mail receipts	5,000 00	
		379,875 55
Total		$477,216 69
Dividend on $4,976,000, at 6 per cent.	$298,560 00	
New Granadian Government, 3 per cent. on do.	8,956 80	
Appropriated to Sinking Fund	50,000 00	
		357,560 80
Surplus on six months		$119,699 89

Columbus and Indianapolis Railroad.

In 1851 and 1852, railway companies in Indiana and Ohio commenced the construction of roads between Indianapolis and Columbus. That in Indiana was to run eastward to Union City, (84 miles,) at the State line. That in Ohio to run westward from Columbus (through Urbana and Piqua) to the same point, 102½ miles. In 1852, the two companies, by solemn compact, united both roads into *one through line* from city to city. This compact of record in the books of both companies, formed "The Columbus and Indianapolis Railroad Line."

It was provided that the operation of the line should commence "as soon as both roads should be completed to Union City."

The Columbus, Piqua and Indiana Railroad Company having failed, in 1855, to raise means to complete the road further than Piqua, or to pay the interest on their bonds, the creditors instituted proceedings to foreclose their mortgage, and very soon thereafter it passed into the hands of Receivers. These officers operated the road, merely keeping the property in a condition to be passable, and without the means to do much more, while the litigation was slowly progressing in the courts. In the winter of 1856-7, it became, as was then thought, a matter of much importance to Indianapolis that the road should be completed, and brought into line with the road from Union westward, so as to form and complete the long before contracted railroad line from Columbus to Indianapolis, as provided for at the inception of both roads, in 1852. During the period between 1854 and this time, the Indianapolis and Bellefontaine road (the 84 miles between Indianapolis and Union City) had changed its name to "The Indianapolis, Pittsburg and Cleveland Railroad," and had formed a running connection with the Bellefontaine and Indiana Railroad, in Ohio, to Galion, thus forming a line from Indianapolis to Galion, known since as "The Bellefontaine Railroad Line."

This agreement, however, made by the Indiana road (I., P. & C.) for the Galion connection, was expressly made subservent to the contract and arrangement, so previously (in 1852) made with the Piqua road for the opening and operation of the Columbus and Indianapolis Railroad line.

In the spring and summer of 1857, the stockholders of the Indianapolis, Pittsburg and Cleveland road, at Indianapolis, began to interest themselves very much for the completion of the Columbus line, and after much consultation with many interested in Ohio, the present manager of the road, John H. Bradley, of Indianapolis, was agreed upon by all, as the proper person to unravel the entanglements, and produce the completion of the road, and was induced by his interests in Indianapolis, and his wish to have the benefits of the line availed by that city, to undertake it. The Indiana Board of Directors joined actively in the effort, and themselves paid the expenses of Mr. Bradley's visit East, all indeed that he ever was paid, he not having asked any personal compensation.

After much negotiation, and having met and overcome scores of objections and difficulties, Mr. Bradley suggested to, and obtained the consent of nearly every person East and West, to a plan by which the road could be completed. The arrangement was presented to the court in which the suit was pending, received its approval, and without objection by any party, and by common consent, was made an order and decree of the court in the cause.

By this arrangement, new Receivers were to be named by the bondholders, and means to complete the road were to be raised on credits, having the whole road as their security, with priority over *all* mortgages; the mortgage creditors all agreeing to stand back, and let such creditors have a lien before them.

Receivers were according chosen, large bondholders under the first and second mortgages, and they not being either skilled in building or operating railroads, or willing to give any personal attention to those matters, induced Mr. Bradley to act as their agent, and manage the whole matter, although such a position was in no respect contemplated by him at the time he undertook the negotiation for the compromise.

He proceeded at once to purchase iron and make other arrangements for building the 30 miles west of Piqua. He assumed the position on the 1st of October, 1858, and by the 1st of December, the track-laying was commenced—and winter as it was—by the 25th of March following, the grades was adjusted, the bridges put in repair, 70,000 cross ties hewed from the trees, the iron and other materials brought here and laid down in track, and trains were running from Columbus to Indianapolis.

The track from Piqua to Union City, 30 miles, cost about $190,000. Four new locomotives, 21 freight cars, and 2 passenger cars were purchased, the whole construction and new equipment costing about $235,000.

Since the road opened in April, 1859, there has never been an accident to a passenger, nor a car wheel off the track. The trains have been run with a regularity unexcelled anywhere. The length of road is 102½ miles. Two passenger trains are ran each way every day, and one freight train daily each way, which also carries with it a passenger car for the accommodation of way passengers. The average ordinary expense of operating the road is about $6,400 per month, which includes everything ordinarily expended for labor, material and repairs. During the past winter the long bridge over the Miami river, has been wholly rebuilt, and the bridge over Mad river, near Urbana, is now being rebuilt.

Since the completion of the road, it has never had a fair and general support at the western end of the line. The control there, has nearly always, wholly or in part, been subject to the interests of parties on the Galion route or at Cleveland. They look upon the Columbus route as one detrimental to them, and have not permitted the Indiana interest to do this road justice. Notwithstanding this, it has, by ceaseless energy, labor and economy, gradually won its way into favor in the West, and toward success, and is beginning to be acknowledged, as it eventually will be fully, to be one of the best, if not the very best, routes for passengers and for freight connecting the routes East and West.—*Columbus Gazette.*

Morris and Essex Railroad.

The annual meeting of the Morris and Essex Railroad Company was held at Newark, June 14. The annual report of the Directors shows the company's affairs to be in a highly prosperous condition, with a largely increased business—the travel between Orange and Newark alone being increased during the last year upward of one hundred and fifty thousand passengers. The contract with Mr. Stevens, for the extension to Hoboken, is stated to have been perfected, and preliminary arrangements made for the completion of the work; but as the present contract with the New Jersey road extends to 1863, it is not probable that it will be in operation under three years. The old Board of Directors were re-elected. A resolution was also adopted to extend the road westward from Hackettstown, its present terminus, to Philipsburg or Washington, at the discretion of the Directors, provided it will not impair their present agreement with Mr. Stevens. If this suggestion is carried out, it will give the road an outlet at both sides of the State, if the Hoboken extension is to be also completed. The general account is as follows:

Capital stock		$1,157,800 00
Funded debt		340,000 00
Contingent fund		268,434 88
Total		$1,766,234 88
Cost of road, buildings, engines, cars and machinery		$1,622,556 06
Capital stock of Telegraph Comp'y.		2,000 00
Capital stock of Newark and Bloomfield R. R. Co.		55,000 00
Wood on hand paid for		4,500 00
Cash and cash items		82,172 82
Total		$1,766,234 88
INCOME TO DECEMBER 31, 1859.		
From passengers		$146,588 66
" freight		100,203 94
" mails and sundries		8,443 75
Total		$255,236 35
EXPENSES.		
Repairs of road, bridges, build'gs, &c.		$45,168 76
Repairs of engines, cars and machin'y.		28,751 88
Wood, oil and waste		19,241 33
Operating road and transporting freight and passengers		46,848 40
Salaries and insurance		7,904 65
Total		$147,915 02
Paid interest on funded debt		$22,749 30
Two semi-annual dividends—one of 3 per cent., and one of 3½		75,267 15
Total		$98,066 45

Marietta and Cincinnati Railroad.

The earnings of this road during the month of May were about $32,000 against $27,300 during the same month last year, an increase of $4,700. The passenger traffic of the two months amounted to about $12,000 each, the increase this year over last being principally in freight. The trustees having paid into the Ross County Court the $200,000 under the terms of the sale, and taken possession of the road, will probably call a meeting of the stockholders about the last of July or the 1st of August, for the purpose of electing a Board of Directors, and entering more fully into a thorough organization. In the meantime the road will be operated by the trustees for the benefit of the purchasers whom they represent. It is rumored that the new company, now in rapid progress of organ-

ization, will drop the old name, and assume that of the Southern Ohio Railroad.—*Marietta News.*

Assay of Japanese and American Gold Coins.

The following is the official certificate of the results of the analysis taken at the Mint, in the presence of the Chief of the Japanese Ambassadors:

MINT OF THE UNITED STATES,
PHILADELPHIA, June 14, 1860.

For the satisfaction of their Excellencies of the Japanese Embassy, the undersigned, Director of the Mint of the United States, certifies to the results obtained by assay of gold coins of Japan and of the United States, made in their presence, by the proper officers of the Mint.

One cobang, weighed 138 21-32 grains, and the gold extracted from it weighed 79 10 32 grains.

One other cobang weighed 138 10 32 grains, and the gold extracted from it weighed 79 5 32 grains.

One other cobang weighed 139 9-32, and the gold extracted from it weighed 79 22-35 grains.

So, on the average of these three, the cobang contains 79⅜ grains of gold which makes the proportion of fineness 572 thousandths. This result agrees so well with our report of assays made in our usual way, (by taking only a half grammo, or about 7¾ grains,) that we trust it will give additional confidence to the Embassy, in our regular method of assay.

A gold dollar of the United States, weighed 25 26-32 grains, and the gold extracted from it weighed 23 7 32 grains, which agrees as nearly as may be to 900 thousandths, our legal standard.

Therefore, for comparison, the cobang contains 79⅜ grains of gold and the dollar contains 23 7-32 grains of gold. But it will be more strictly accurate to say that the proportion of gold in a cobang is 572 thousandths, and in the dollar 900 thousandths. It is necessary to add that the average weight of the gold dollar is 25 8-10 grains by law, which is a more exact basis of calculation than the single piece, which weighed 25 8125-10,000, and was therefore a little too heavy.

The silver being extracted, with the necessary allowance for absorption, showed almost 59 grains of silver in each cobang, and the copper was only 12-32 of one grain in each cobang.

To recapitulate: the average composition of the cobang is as follows, in grains:

Gold	79 12-32 grs.
Silver	59 "
Copper	0 12-32 "
Total	138 24-32 grs.

JAMES ROSS SNOWDEN, *Director of Mint.*

Funded Debt of North Carolina.

Bonds to pay debt of the State, under act of January 28, 1851	$ 170,000
Bonds to Fayetteville and Western Plank Road	152,000
B'ds to Tar River and Gaston and Weldon Railroad	120,000
Bonds to North Carolina Railroad	3,000,000
Bonds to Fayetteville and Central R. R.	50,000
Bonds to Fayetteville and Warsaw Plank Road	10,000
Bonds for account Tar River, under act 14th February, 1858	15,000
Bonds issued on account Insane Asylum.	125,000
B'ds to Atlantic and North Carolina R. R.	1,466,500
Bonds to Western North Carolina R. R.	180,000
Bonds to Cape Fear and Deep River	800,000
B'ds to Albermarle and Chesapeak Canal.	850,000
B'ds to Fayetteville and Coal Field R. R.	800,000
Bonds to Wilmington, Char. and Rutherford Railroad	400,000
Bonds issued under act for certain purposes, session 1858-9	1,213,800
Due Literary Fund on Note	31,905
Total	$8,833,305

The interest on the above debt is payable on the first days of January and July, on this amount, $5,721,705; and the first days of April and October on this amount $3,111,600.

The interest on the above debt is $529,998 80.

The State has indorsed bonds of Wilmington and Weldon Railroad Company for $200,000.

The prospective debt of the State on account of Wilmington, Charlotte and Rutherford Railroad and Western Extension of North Carolina Railroad, may be stated at $500,000, making the actual and prospective debt about $13,833,305.

Of course, as this prospective increase of indebtedness depends upon contingencies which may arise, it cannot be accurately told. Should the floating debt of the State, at this time of small amount, be funded, and the State be called upon to pay the principal of her indorsements for the Cape Fear and Deep River Navigation Company, as it is feared she will, the foregoing amount of the funded debt will be slightly increased.

Delaware and Raritan Bay Railroad.

This road was formally opened on the 18th inst. The company was incorporated in the year 1854 by an act of the New Jersey Legislature. Its cash capital is one million and a half of dollars, with a floating capital of as much more. The road inaugurated is but a portion of the road terminating in New Jersey at Cape May, passing through the most important villages on the sea coast of Jersey. It will intersect on the southern border of Atlantic county the air line railroad to Philadelphia, and trains from New York to the latter place, will, before the lapse of another year, be established. The distance between these cities, by the new route, will be a trifle further than by the Camden and Amboy route, but with these advantages quicker speed can be made, and ten miles less of water travel. At Cape May the Delaware river will be crossed for a distance of 12 miles to Lewes, Delaware, where it will intersect another portion of this road extending further on south for 125 miles to the Capes of the Chesapeake, another ferrying for twelve miles to Norfolk, thus making a new continuous line of steamboat and railroad from New York and Norfolk, a distance of 300 miles, 250 of which will be by the railroad and 50 by steamboat. At Norfolk the road will be intersected by railroads already in operation, to the Gulf of Mexico. It is confidently expected that by the new route Norfolk can be reached from New York in twelve hours. The work on the Delaware and New Jersey sections of the route will be prosecuted with vigor during the summer, and it is expected the road to Cape May will be finished in one year.—*Philadelphia Inquirer.*

Burlington and Missouri Railroad.

At the annual meeting of this company held on the 20th inst., the following gentlemen were elected Directors for the ensuing year: Jno. M. Forbes, R. B. Forbes, John W. Brooks, L. Kidder, Boston; James F. Joy, Detroit; E. Corning, Albany; Edward L. Baker, New Bedford; John G. Read, W. F. Coolbaugh, Burlington.

Manufacture of Iron.

An invention, which consists in the peculiar application in the manufacture of iron of the gases generated by passing steam over carbonaceous matter sufficiently heated to effect the decomposition of the said steam, has been patented by Mr. Frederick Levick, of Blaina and Cwn Celyn. The gases are used either separately or in conjunction with the gases evolved from the blast furnace, or with the combustible gases produced by the action of atmospheric air on incandescent carbonaceous fuel. He applies the said gases or mixture of gases in the processes of refining pig iron, the puddling of either pig or refined iron, and in the balling or reheating of iron. Or he applies the said gases or mixture of gases to iron remelted in a cupola, or at any stage of the manufacture of iron, between the smelting and the conversion of the cast iron into wrought iron. When carbonaceous fuel containing sulphur is employed to decompose the steam, the gases resulting therefrom may, when necessary, be purified by passing them through water containing lime, either dissolved in water or in suspension, or through slaked lime or hydrated oxide of iron. He prefers to superheat the steam before passing it through or over the heated carbonaceous matter.

Railroad Earnings.

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of May, 1859 and 1860:

	1859.	1860.
EARNINGS.		
Passengers	$33,419 18	$37,980 60
Freight	21,500 17	30,198 99
Other sources	1,894 00	1,632 00
Total	$56,713 30	$69,811 59
Increase		$13,098 29
EXPENSES.		
Maintaining road	$17,414 20	$16,620 99
Repairs of machinery	4,092 97	5,830 42
Operating	14,429 56	12,762 22
Total	$35,936 73	$35,214 23
Decrease		$722 50

The traffic of the Great Western Railway of Canada for the week ending June 15, 1860, was as follows:

Passengers	$17,616 19
Freight and live stock	10,904 03
Mails and sundries	1,305 14
Total	$29,825 37
Corresponding week last year	33,180 23
Decrease	$3,354 86

The receipts of the Grand Trunk Railway of Canada, for the week ending June 9th, 1860, were | $53,301 50
Corresponding week, 1859 | 38,917 27
Increase | $14,384 23
Total traffic from July 1, 1859 | $2,753,180 20
Do. for same period last y.. | 2,151,118 06
Increase | $602,062 14

The following is a comparative statement of the earnings of the Marietta and Cincinnati Railroad for May, 1859 and 1860:

May, 1860	$33,667 31
May, 1859	27,331 06
Increase	$6,336 25

The freight earnings for the two months compare as follows:

May, 1860	$20,831 44
May, 1859	15,167 99
Increase	$5,663 45

The following are the earnings of the Great Western Railway for the week ending June 22d, 1860:

Passengers	$17,621 75
Freight and live stock	10,388 88
Mails and sundries	1,299 36
Total	$29,310 00
Corresponding week of last year	33,425 88
Decrease	$4,115 88

Lexington and St. Louis Railroad.

The arrangement by which the Pacific Railroad Company agree to surrender to the Lexington and St. Louis road twenty per cent. on all travel and freight received over this line, has been perfected by Mr. Akers, the fiscal agent, who recently visited St. Louis for that purpose. We learn that parties proposing to contract for building the Lexington and St. Louis road are willing to take this bonus for $100,000. It is said to be worth even more than that. On the north side of the river a strong feeling prevails in favor of connecting with St. Louis and the East by means of a road to Lexington.—*Lexington Expositor.*

Railroads of the State of New York.

(Continued from p. 538.)

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passengers.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1858.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
New York and Harlem	5,127,550	1,489,201	632,444	7,249,195	7,249,195	132.87	555,654	301,801	66,358	918,793	573,271	381,522	142,280	4
Saratoga and Schenectady	300,000	120,000	.....	420,000	472,190	21.50	.....	.....	31,253	31,253	.....	31,253	15,000	5
Rensselaer and Saratoga	610,000	112,000	.....	722,000	806,712	25.22	138,888	61,800	18,088	218,771	169,042	49,729	42,700	7
Brooklyn and Jamaica	284,000	85,000	.....	369,000	369,000	11.00	.....	.....	27,673	27,673	.....	27,673	16,800	6
Utica and Schenectady	4,124,000	.....	.....	4,124,000	4,296,728	78.00	491,635	411,811	57,753	961,199	347,204	613,995	791,200	19
Buffalo and Niagara Falls	564,116	69,670	1,964	635,750	492,129	22.00	103,737	12,250	1,000	116,987	44,404	72,583	40,462	10
Long Island	1,875,148	611,183	13,431	2,449,762	2,478,010	86.50	159,540	64,846	4,285	228,671	219,989	8,682	*nil.*	*nil.*
Hudson and Berkshire	425,000	325,000	52,000	802,000	824,331	31.50	.....	.....	.....	.....	.....	.....	"	"
Syracuse and Utica	2,700,000	126,000	.....	2,826,000	2,836,656	53.00	318,516	215,301	15,578	549,395	289,004	260,391	119,880	5
New York and Erie	10,000,091	20,173,869	2,685,026	32,858,986	31,222,834	465.00	1,601,209	2,537,214	180,538	4,318,961	2,498,781	1,820,180	252,660	3½
Albany and West Stockbridge	1,000,000	.....	930,895	1,930,895	1,930,895	38.00	.....	.....	.....	.....	.....	.....	80,000	8
Buffalo and Rochester	2,358,125	175,000	140,400	2,668,125	3,332,152	80.00	204,856	140,378	14,338	359,572	147,447	212,125	319,425	15
Schenectady and Troy	650,000	90,200	8,578	748,778	698,873	20.50	27,816	46,395	1,153	75,364	75,364	.....	*nil.*	*nil.*
Cayuga and Susquehanna	687,000	400,000	86,722	1,173,722	1,076,320	34.61	24,384	53,560	28,152	106,096	49,836	56,260	"	"
Troy and Greenbush	274,400	.....	.....	274,400	274,400	6.00	41,846	42,346	1,941	86,133	78,537	7,596	"	"
Albany and Schenectady	1,590,500	162,300	.....	1,752,800	1,810,693	16.97	208,043	261,110	2,479	471,632	166,013	305,609	49,692	4
Oswego and Syracuse	350,000	206,000	2,000	558,000	633,598	35.91	55,629	32,458	3,636	91,723	47,245	44,478	*nil.*	*nil.*
Saratoga and Washington	889,800	940,000	59,067	1,898,867	1,891,973	47.52	106,209	52,500	6,257	164,966	95,050	69,916	"	"
Chemung	380,000	70,000	.....	450,000	490,000	17.86	.....	.....	36,000	36,000	.....	36,000	30,400	8
Hudson River	3,727,827	7,964,335	380,104	12,072,266	11,780,954	144.00	935,628	312,004	.....	1,247,632	918,253	329,379	*nil.*	*nil.*
Northern	1,611,527	3,488,000	471,198	5,580,725	5,081,378	118.00	115,078	392,793	18,151	526,522	231,634	294,888	"	"
Watertown and Rome	1,346,075	514,000	234,518	2,094,593	1,957,992	96.76	145,392	181,878	9,681	336,951	161,808	175,143	127,609	10
Blossburg and Corning	250,000	220,000	.....	470,000	470,000	14.81	.....	.....	34,784	34,784	.....	34,784	20,000	8
Rochester, Lockport and Niagara F.	2,142,100	389,000	.....	2,531,100	2,343,388	76.62	172,086	62,851	6,663	241,600	83,439	158,161	58,957	3
Rochester and Syracuse	5,606,700	756,000	60,000	6,422,700	6,506,301	184.75	538,690	347,981	23,315	904,986	521,563	383,423	280,195	5
Buffalo and State Line	1,100,000	1,000,000	33,130	2,133,130	2,220,591	68.34	274,616	108,502	12,320	395,438	154,054	241,398	110,000	10
Canandaigua and Elmira	426,117	800,000	7,141	1,233,258	1,147,247	46.84	92,307	75,103	2,933	170,343	119,537	50,806	*nil.*	*nil.*
Canandaigua and Niagara Falls	1,196,619	1,750,000	258,759	3,205,378	2,634,314	98.60	86,806	15,293	11,300	63,489	37,705	25,784	"	"
Buffalo, Corning and New York	982,292	1,025,000	191,933	2,199,225	1,975,421	99.91	33,713	28,244	4,640	66,597	32,611	33,986	"	"
Buffalo and New York City	905,710	1,251,000	1,256,877	3,413,857	3,343,482	91.50	118,105	72,861	4,592	195,558	161,994	33,564	"	"
Plattsburg and Montreal	174,042	131,000	66,646	371,688	371,688	23.17	.....	.....	.....	.....	.....	.....	"	"
Troy and Bennington	73,800	104,424	66,253	244,477	240,251	5.28	.....	.....	15,415	15,415	.....	15,415	"	"
Troy and Boston	473,830	459,000	235,757	1,132,587	1,080,405	27.23	83,263	66,680	4,175	154,118	86,797	67,321	"	"
Troy and Rutland	237,690	100,000	23,818	361,508	337,413	17.27	.....	.....	.....	.....	.....	.....	"	"
Union (Ramapo)	50,000	.....	.....	50,000	50,000	0.25	.....	.....	3,500	3,500	.....	3,500	3,500	7
Flushing	120,000	120,000	.....	240,000	240,000	7.80	5,000	.....	.....	5,000	4,000	1,000	*nil.*	*nil.*
Troy Union	3,000	500,000	.....	503,000	450,000	2.14	.....	.....	.....	19,773	19,773	19,773	"	"
Rochester and Lake Ontario	150,000	.....	.....	150,000	151,781	6.88	.....	.....	.....	.....	.....	.....	"	"
Sacketts Harbor and Ellisburg	167,486	250,000	56,810	474,296	386,893	18.50	2,388	1,134	319	3,841	1,908	1,933	"	"
Second Avenue	176,900	50,000	16,000	242,900	69,917	3.74	17,625	.....	.....	17,625	17,625	.....	"	"
Sixth Avenue	750,000	.....	12,700	762,700	757,644	3.75	233,552	.....	.....	233,552	157,465	76,087	52,500	7
New York Central	.....	.....	.....	.....	.....	....	720,672	353,003	.....	1,073,675	397,694	675,981	*nil.*	*nil.*
Total	55,566,445	46,027,172	7,981,771	109,575,388	106,683,746	2,349.60	7,556,783	6,251,195	648,274	14,456,252	7,836,039	6,620,213	2,553,210	..

Note.—This year is notable for the consolidation of the line of railroads between Albany and Troy and Buffalo into the New York Central Railroad. This event occurred two months previous to the termination of the fiscal year, and hence in the above table the earnings of the separate roads are given for ten months, and of the consolidated road for two months. The capital account, however, is only given under the roads separately.

The New York Central Railroad as constituted in 1853, consisted of the original roads as herewith detailed—the Albany and Schenectady Railroad, 16.97 miles; the Utica and Schenectady Railroad, 78 miles; the Syracuse and Utica Railroad, 53 miles; the Rochester and Syracuse Railroad, 80 miles; and the Buffalo and Rochester Railroad, 80 miles—which make up the present main line; and the following lateral and branch lines—the Schenectady and Troy Railroad, 21 miles; the Syracuse and Rochester Railroad (old line), 104 miles; the Batavia and Attica Branch Railroad, 11 miles; the Rochester, Lockport and Niagara Falls Railroad, 74.75 miles; the Lockport and Tonawanda Railroad, 12.25 miles; the Rochester and Lake Ontario Branch Railroad, 6.88 miles; the Buffalo and Niagara Falls Railroad, 22 miles, and the Niagara Falls and Lewiston Railroad, 6.25 miles. Some slight alterations in the termini and connecting points and also on the line of the road have since been made which have somewhat reduced the mileage which is now represented as follows—main line 297.75 miles, and branch and lateral lines 258.13 miles—total 555.88 miles.

The total cost of the road and equipment on the 30th September, 1858, was $25,907,374. The cost on the 30th September, 1859, was $30,840,713.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	——	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	——	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	——	.....
28 Feb. '59	30.3	——	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	——	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	——	.....
31 May '59	99.2	——	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	——	1,054,915	713,226	212,496	2,264,468	99.2	76,133	156,628	78,907	——	.....
30 Jun. '59	57.0	——	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	——	.....	.....	.....	.....	57.0	236,791	76,773	21,006	——	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	432,200	——	.....
28 Feb. '59	88.5	29.4	.....	——	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
6 Dec. '59	——	——	——	295.8	——	——	——	*North East and South West*	728,000	*	——	105,760	.....	.....	.....	.....	.....	.....	.....	.....	.....
—— —— ——	——	——	——	26.1	——	——	——	Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								ARKANSAS.													
—— —— ——	——	——	——	301.4	——	——	——	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '58	38.5	——	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	——	.....	.....	.....	.....	.....
								CALIFORNIA.													
30 Sep. '59	22.5	——	.....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	——	701,100	756,000	——	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	——	.....	——	3	6	30	Danbury and Norwalk	333,237	49,773	——	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	——	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	——	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	——	.....
31 Aug. '59	61.4	10.6	.....	——	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	984,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	——	.....	——	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	——	.....
31 Dec. '58	57.0	——	.....	——	7	15	178	Naugatuck	1,578,301	*	——	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	——	.....
30 Nov. '58	62.3	——	.....	——	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	——	.....
31 Dec. '58	46.4	8.8	.....	——	...	...	.....	New Haven and Northampton	1,400,000	*	——	922,500	500,000	.....	1,481,723	55.2	.....	158,552	loss.	5	.....
30 Nov. '58	66.0	——	.....	——	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	——	.....
31 Mar. '59	62.2	——	63.8	——	29	72	368	New York and New Haven	4,579,879	661,547	——	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	.....	——	...	...	.....	Norwich and Worcester	2,245,406	176,792	——	2,522,200	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	——	37
								DELAWARE.													
31 Dec. '58	71.0	——	.....	19.4	——	——	——	Delaware	1,146,311	*	——	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	——	——	.....
30 Nov. '58	14.3	——	.....	——	——	——	——	Newcastle and Frenchtown	699,514	——	25,000	762,320	——	——	767,278	14.3	.....	19,895	——	——	.....
								FLORIDA.													
—— —— 59	154.2	——	.....	——	...	...	.....	*Florida*	.....	.....	——	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
30 Apr. '58	——	——	.....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	——	317,847	154,000	70,620	543,237	——	.....	.....	.....	——	.....
30 Jun. '59	31.3	——	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	——	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	——	.....
—— —— 59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	——	.....	.....	.....	.....	29.4	.....	.....	.....	——	.....
								GEORGIA.													
31 July '58	86.7	——	.....	——	15	11	105	Atlanta and La Grange	1,179,381	*	——	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
—— —— 59	30.0	——	.....	133.5	——	——	——	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	——	.....
31 Dec. '57	53.0	——	.....	——	...	...	.....	Augusta and Savannah	1,032,200	*	——	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	——	.....
30 Apr. '59	43.5	——	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	——	151,887	.....	.....	.....	31.0	.....	.....	.....	——	.....
30 Nov. '59	191.0	——	.....	——	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,080	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	——	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	——	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	——	.....	18	16	171	Macon and Western	1,500,000	*	——	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	——	.....	7	2	107	Muscogee	774,244	162,534	——	689,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	——	.....	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	——	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	.....	——	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	——	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	——	.....
30 Sep. '59	138.0	——	.....	——	52	24	705	Western and Atlantic	5,901,497	*	——	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	——	.....
								ILLINOIS.													
—— —— ——	220.0	——	.....	——	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	——	.....
30 Apr. '59	138.0	——	.....	——	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	74
31 Dec. '58	45.0	——	.....	——	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	——	.....
—— —— '58	138.0	——	.....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	——	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	——	.....
30 Jun. '58	181.8	——	.....	——	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	——	70
10 Nov. '58	33.2	——	.....	——	...	...	.....	Fox River Valley	580,000	*	——	.....	580,000	.....	.....	84.0	.....	.....	.....	——	.....
31 Dec. '58	121.0	138.5	73.6	——	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	62
—— —— '57	175.0	——	.....	——	...	...	.....	Great Western	5,022,926	*	——	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	——	.....
31 Dec. '58	454.8	252.5	.....	——	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	——	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	558,624	——	63½
—— —— ——	——	——	——	81.5	——	——	——	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
—— —— ——	148.0	——	.....	——	...	...	.....	Ohio and Mississippi	4,870,586	*	——	1,789,295	3,292,403	.....	.....	148.0	.....	.....	.....	——	.....
—— —— ——	46.6	——	.....	——	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	——	.....
—— —— ——	——	——	——	129.0	...	...	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
—— —— '58	186.0	——	.....	——	...	...	.....	Peoria and Oquawka	5,400,000	*	——	1,569,889	2,200,000	——	.....	186.0	.....	.....	.....	——	.....
31 Dec. '58	100.0	——	.....	——	...	...	.....	Quincy and Chicago	1,978,555	*	——	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	——	.....
—— —— ——	1.0	——	.....	——	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	——	.....
31 Dec. '58	168.5	39.8	12.2	——	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	——	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	——	.....
								INDIANA.													
—— —— ——	108.0	——	.....	——	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	——	.....
—— —— ——	29.0	——	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	——	.....
31 Aug. '57	109.0	——	.....	——	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	——	.....
1 Jan. '58	72.4	——	.....	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	——	.....	——	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	43,673	2,272,357	84 0	.....	236,397	80,109	——	.....
31 Aug. '57	78.0	——	.....	——	...	...	.....	Jeffersonville	1,839,576	*	——	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	——	.....
—— —— '59	64.0	——	.....	——	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	——	.....
—— —— '58	86.0	49.0	.....	——	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	——	.....
—— —— '58	288.0	——	.....	——	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	——	.....
—— —— '58	74.0	——	.....	——	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	——	.....
30 Nov. '59	73.0	——	.....	——	18	25	298	Terre Haute and Richmond	1,611,450	*	28,029	1,381,450	230,000	——	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	——	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	——	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	——	.....
31 Dec. '59	86.0	——	.....	——	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	——	.....
31 May, '58	50.1	——	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	——	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	——	.....
—— —— ——	——	——	——	438.0	——	——	——	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	——	.....
1 Jun. '58	38.5	——	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,409	——	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	——	.....
1 Jun. '59	11.2	——	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	——	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	——	.....
—— —— '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	——	.....	.....	.....	.....	107.6	.....	.....	.....	——	.....
								KENTUCKY.													
31 Oct. '59	80.0	——	.....	——	...	...	.....	Covington and Lexington	3,743,971	276,024	——	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	——	.....
30 Jun. '57	20.0	——	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	——	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	——	.....
—— —— '58	13.0	——	.....	22.0	...	...	.....	Lexington and Danville	765,500	.....	——	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	——	.....
30 Jun. '59	29.0	——	.....	——	...	...	.....	Lexington and Frankfort	590,401	52,300	——	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	.....	.....	——	...	...	.....	Louisville and Frankfort	1,379,345	122,750	——	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	——	66
1 Oct. '58	185.0	——	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	——	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	——	.....
—— —— '59	18.8	——	.....	70.2	——	——	——	Maysville and Lexington	.....	.....	——	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	——	.....
								LOUISIANA.													
—— —— ——	22.0	——	.....	——	...	...	.....	Clinton and Port Hudson	750,666	*	——	.....	.....	.....	.....	22.0	.....	.....	.....	——	.....
—— —— ——	27.0	——	.....	——	...	...	.....	Mexican Gulf	662,911	*	——	.....	.....	.....	.....	27.0	.....	.....	.....	——	.....
31 Dec. '58	80.0	——	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	——	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	——	.....
31 Mar. '59	206.0	——	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	——	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	——	.....
31 Aug. '58	21.0	——	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	——	882,922	68,744	50,384	992,050	21.0	.....	.....	.....	——	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,284	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413	.....		180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	98½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	77½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,343,457	733,934	220,966	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	610,604	264,649	—	19
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601.360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	106½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860,119	394,475	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	388	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,905	—	78½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,903	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	800	333,884	26.4	37,245	48,768	12,795	6	90½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	.....		298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	.....		223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	19.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'l	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	.....		448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	.....		385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	19
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	115½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	46½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,377	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,482	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,289	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,158	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....		66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. Rive	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,72	86,33	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,33	108,51	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,70	17,06	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,664	128,36	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,00	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	.....		200,000	.....	.....	200,000	14.6	4,182	16,60	1,52	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....		.....	.....	.....	525,205	ope	r. by Eas	tern M	s.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,45	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	*		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,57	8	101½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	58,170	59,774	21,15	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.6	268,657	353,101	187,13	4	88
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,89	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,24	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,39	1,189,39	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,45	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,67	10	120
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,04	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,08	10	122½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,40	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,44	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,68	94,80	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	.....		216,794	.....	56,582	.....	.....	.....	15,34	3,35	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93.894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	67.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28.716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	47½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River.	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	81½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	18
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,656	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	96.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118 2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	439,437	249,666	7	71
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	31½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,830	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	218,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,282	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	96
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '59	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	—	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,898	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	...	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	85½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	40½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
30 Oct. '59	98.0	6.9	.....	—	31	60	437	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,490	6	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,286,278	8,895,457	1,383,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.●	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	0.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	28.4	.....	125,597	4,502	.....	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	454,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	26,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	548,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,506	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	64½
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	—	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,725	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	5,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,000	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	7
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,196	158.5	363,213	.....	.....	—	—
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	—
— — '59	37.6	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	824.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37.081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254.530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	70.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	933,746	*	—	868,493	.....	70,253	938,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
31 Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,200,160	15	120

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1860	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	87
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60) :				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. '1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				----
1st Mortgage	1,397,000	7	1870	98
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1882	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	74
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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***Columbus, Piqua and Indiana :**				
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------	------	---	------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	---	------	----
2d Mortgage	------	---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	93
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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------	------	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill :				
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------	------	---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	85
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	91½
Construction	4,115,000	6	1875	91½
Free Land	3,000,000	7	1860	100
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60) :				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	40
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	84
Louisville and Frankfort:				
Louisville Loan	174,000	----	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.]-Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	85
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	81
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	71
2d Mortgage	2,175,000	†	1877	48
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,650,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	104½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	104½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	100
2d Mortgage	4,000,000	7	1859	96
3d Mortgage (convertible)	6,000,000	7	1871	90
4th Mortgage (convertible)	3,729,000	7	1880	68
5th Mortgage	1,277,000	7	1883	63
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	49
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	98
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,900	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	91
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,589,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----	----	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----	----	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----	----	------	----
---- ---- ----	----	----	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	893,000	†	------	----

New York Stock Exchange.

Selling Prices for the week ending June 27, 1860.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 28.
FEDERAL STOCKS:—						
U. S. 5s, 1874	104	104½	104½	104½	104	104½
U. S. 5s, 1865	102½	----	102½	102½	102½	----
STATE STOCKS:—						
California 7s	92	92½	----	92½	92½	92½
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	91½	----	----	91½	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	106½
Louisiana 6s	98	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	106	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	84½	84½	84½	84½	84½	84½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	99	----	----	99½	----	99½
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	92½	92½	92½	92½	92½	92½
Virginia 6s	93½	93½	93½	93½	94	93½
RAILROAD SHARES:—						
Brooklyn City	----	----	----	----	----	----
Chicago, Burl. and Q.	74½	73½	73	73½	73½	74
Chicago and Rock Isl.	68½	70½	70½	70	69½	70
Clev., P'ainesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	8
Clev. and Toledo	30½	31½	29½	32	31½	31½
Del., Lack. and West.	98	----	98	97	96	96
Galena and Chicago	61½	62½	62½	62	62	62½
Hudson River	48	48½	48	48	47½	48
Illinois Central	----	63½	63	63	63½	63
Indianapolis and Cinc.	41	----	----	----	41	----
Michigan Central	49	48½	49	49	49	48
M. S. and N. I. guar'd,	28	28½	28	27½	29	30
M. S. and N. I.	13	13½	13½	13½	13½	13½
Milwaukee and Miss.	6½	----	----	6½	6½	----
New Jersey Central	120	----	----	----	----	120
New York Central	82	82½	82½	82½	81½	82
New York and Erie	19	19½	19	19	17½	18½
N. York and Harlem	12	12½	11½	12½	12½	12½
N. Y. and H. "pref."	39	39½	38½	39½	38½	39
Panama	134½	134½	134½	134½	129	126
Phila. and Reading	41	41½	41	41½	40½	40½
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	55	----	----	56	55	54
" " S. F.	----	----	----	----	----	86
Cl. & Tol. S. F. 7 p.c. '85	----	75	75	----	76	----
D. L. & W. 1M. 8 p.c. '71-5	100	100	----	----	----	----
" 2M. 8 p.c. '81	----	----	101½	101½	----	----
Gal. and Ch. 1M. 8 p.c. '63	98	98	----	----	----	98
" 2M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	73	----	----	----
Hudson R. 1M. 7 p.c. '69	100½	----	----	----	----	----
" 2M. 7 p.c. '60	100	----	----	100	100	100
" 3M. 7 p.c. '75	----	91½	91	----	91½	91½
Illinois Centr. 7 p.c. '75	91½	91½	91½	91½	91	91½
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	98	97½	----	97½	97½	97
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	84	85	85
" " 2d M.	49	49½	----	50	52½	47½
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	94½	94½	----	94½	----	95
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	100	----	----	----	----	----
" 2 M. 7 p.c. '59	96	----	----	----	96	96
" 3 M. 7 p.c. '71	90	89	89	----	----	90
" 4 M. 7 p.c. '80	67	----	68	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	100	----	----	----	100	----
" 2 M. 7 p.c. '64	91½	----	----	----	----	91½
" 3 M. 7 p.c. '67	----	----	----	84½	----	----
Penn. 1M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	43	----	----	----	----	43
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	100	100½	----	----	100½	100½
America, Bank of	----	----	----	----	----	114½
Atl. Mut. Mar. Insur.	----	----	----	----	----	----
Continental Insurance	----	----	----	----	----	----
Continental Bank	----	----	----	----	103½	----
Corn Exchange Bank	----	----	----	----	----	----
Commerce, Bank of	103	103	103	103	103	----
Hope (Fire) Insur.	----	----	----	----	----	----
Marine Bank	----	----	----	----	----	----
Merch. Exch. Bank	----	----	----	----	----	97
Mercantile (Mar.) Ins.	104	----	----	----	----	----
N. America, Bank of	----	----	----	----	----	110
Nassau Bank	----	----	----	----	----	----
National Bank	104	----	----	----	104	----
Republic, B'k of the	----	----	----	----	----	----
Shoe and Leather B'k	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	97	97	97	96½	97	97
Cumberland Coal Co.	13	13	13½	13½	13	13½
Penn'a Coal Co.	86	86	----	86	86	86
Pacific Mail S. S. Co.	90½	90½	90½	91	90	90
Canton	20½	20½	20½	20½	20½	20
Brooklyn Water W's.	104½	----	----	104	104½	----

The following are the closing prices in the London Market on the 16th June:

United States 5 p. c. red. '74	94½	to	95
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	81½	to	82½
Do. do. Fr. L'd red. '60.	91	to	93
Do. $100 shares, $60 p'd.	41½	to	40½
Mich. Cen. 8 per cent. con. '60	88	to	92
Do. do. 1869	86	to	88
Do. do. 1st mortgage (sinking fund), 1882	87	to	89
Do. $100 shares	46	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	68	to	65
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	83	to	84
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	87	to	89
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	45	to	50
Do. Shares, assented	18	to	19
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	91	to	93
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, June 30, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

OUR NEW RAILROAD MAP for 1860.

Applications for copies of this Map having become so numerous of late, we have decided to republish it. We expect to have copies on hand for sale and for distribution among our subscribers in the course of the coming week. The price for them will be: mounted $3.00; do., colored in counties, $4.00; in pocket form with cover $1.00. The latter sent by mail, prepaid, upon receipt of the price. We propose to give a copy of the pocket edition of this Map to each of our subscribers upon the receipt of remittances from them in payment of their subscription to the JOURNAL to the close of the current year.

Farm Mortgage Bonds in Wisconsin,

The Supreme Court in this State has affirmed the validity of what are termed "Farm Mortgages," by which payment of subscriptions to stock in most of the Railroads of the State were secured. These farm mortgage bonds were, for a time, a favorite investment, from the excellent security they were supposed to offer; but the roads proving unproductive, the payment of the interest on them was refused, and the legality of their issue contested, this has now been *affirmed* by the highest judicial tribunal of the State. In our next number, we hope to be able to give the decision in full.

Brunswick and Florida Railroad.

The Waresboro', Ga., *Forester* says that this road will be put under contract at an early day to Albany; that northern capital has been secured for its construction; and that Mr. Wheeler, the President, has already left for Europe for the purpose of procuring the iron.

Long Dock Tunnel, N. J.

As the "great tunnel" approaches completion, information in relation to it is naturally sought after. Its length is 4,300 ft., through solid rock, and of a width and height sufficient to pass two trains of cars. The entire length of the railroad from the end of the pier to the junction west of Bergen Hill is 15,200 feet or 2.88 miles. This road is being constructed for the use of the New York and Erie Company, and the Long Dock will henceforth be the New York terminus of the Great Western Avenue. The cost of the work to the 1st March, 1860, has been $1,488,121, which sum is accounted for as follows:

Tunnel and approaches	$749,611
Road from pier to tunnel	210,159
Docks and piers	143,659
Engineering, etc	64,374
Lands, after deducting mortgages	320,318

Which amounts have been secured from the following names:

Share capital	$458,500
Mortgage bonds	126,000
Advances by the N. Y. and Erie Co., and the Hoboken Land and Improvement Co.	803,631

The total capital authorized is $800,000 in 8,000 shares, and the full amount provided under the mortgage is $500,000. Besides the above works, the Long Dock Company owns 1,580 lots of ground not required for its purposes, and one quarter interest in 1,024 lots in addition thereto, with a river front of 1,800 feet. The Erie Company will require only about 450 lots for passenger, car, wood, freight and engine-houses, machine shops, etc. The limited space for such a purpose in Jersey City has been long felt by the Company for whose use this work is intended.

Illinois Central Railroad Company.

This company has made an assessment of $5 per share, payable July 20th. This call will give them about $600,000 which, with the payments on full stock and the proceeds of eight per cent. bonds sold, will put the company in funds to pay off the Freeland Bonds maturing in September, now reduced to about $1,500,000. The payment of these bonds will release a large body of the most valuable lands held by the Company. The interest of the full paid stock and eight per cent. bonds can be easily paid from the sales of lands, while the managers are confident that the net traffic earnings of the road will be ample to meet the interest on the $15,000,000 construction bonds outstanding. Letters from the Land Commissioners of this company at Chicago, indicate the commencement of emigration to Illinois. It is said that more agricultural lands have changed hands this Spring than for two years previous. The movement is toward Southern Illinois, where Winter Wheat is more certain, and the mild Winters are favorable to stock farming.

Atlanta and Jacksonville Railroad.

At a meeting of the Georgia Railroad Company, held in the city of Augusta on the 19th, $250,000 was unanimously subscribed to the Georgia and Western Railroad.

The city and citizens of Atlanta have already subscribed to this enterprise, to the amount of $450,000, which with the $250,000 above, warrants 40 miles of the road being put under contract as soon as the engineers can prepare the work for letting.

Stony Brook Railroad.

The annual meeting of this company was held at Lowell, Mass., on the 25th inst. By the report of the directors it appears that the capital stock issued is $267,300, and the cost of the road $267,383 57. The earnings of the road for the six months ending Sept. 30th, 1859, were $27,977 57, and the expenses for the same period $19,645 27, leaving as net receipts $8,332 30, three-sixteenths of which ($1,562 30) goes to the Nashua and Lowell Railroad Company, leaving as the earnings $6,770. The account of the Treasurer shows a balance in the treasury, after paying all claims of dividends, of $1,278 68. The amount of the earnings and expenditures of the road for the six months ending April 1, 1860, did not appear on the books of the Nashua and Lowell Railroad Company furnished to the directors. A new contract made by the directors with the Nashua and Lowell Railroad Company was adopted. By the new arrangement it is provided that the Nashua and Lowell Company shall pay, in equal semi annual payments, $17,700, which secures to the stockholders six and one-half per cent. for the use of the Stony Brook Railroad. The following gentlemen were elected directors for the ensuing year:

President—TAPPAN WENTWORTH.

Directors—Tappan Wentworth, John Wright, of Lowell; Ziba Gay, of Nashua; Sewall G. Mack, of Lowell; John W. P. Abbott, of Westford; Wm. A. Burk, of Lowell; B. F. Clark, of Chelmsford.

Treasurer—S. W. STICKNEY.

Speaking Tubes--Patent Alarm Whistle.

Speaking Tubes have become one of the necessities of the day in consequence of the immense increase of large buildings throughout the world. The time was when their usefulness was supposed to be limited, from the mistaken idea that sound could not be conveyed at a distance of more than about two hundred feet effectually, and especially when the tube must have any number of bends or turns in it. We are satisfied that a greater distance can be accomplished when the tubes are properly and scientifically adjusted.

Mr. Wm. Ostrander of No. 158 William street, New York City, assures us that he has fitted up tubes four hundred feet in length and that they proved a complete success, and that from his experience and actual experiments, he is willing to assert that distinct articulation may be heard through a tube at the distance of *one mile*, if the laws of accoustics be properly adhered to in the construction and adjustment of the tube.

If these assertions be true, then the Speaking Tube stands next in importance to the Electric Telegraph, from the fact that any large establishment can concentrate all its business at one point from which orders and communications may be given and received, and thereby save an immense amount of labor and time.

The Patent Alarm Whistle, which is becoming so much used, not only in large store houses, printing establishments, factories, steamships and churches, but also in dwellings, adds such a great advantage to the use of speaking tubes, has, as the manufacturer informs us, increased the demand over five hundred per cent. in the last ten years.

Mr. O. has given a large amount of his time and attention to the manufacturing and fitting up of these tubes for the last ten years, and we do not hesitate to refer our readers to his advertisement.

Bonds of the Columbus, Piqua and Indiana Railroad.

Holders of the bonds of the Columbus, Piqua and Indiana Railroad Company, indorsed by the Cleveland, Columbus and Cincinnati Railroad Company, in view of the decision of the Supreme Court of the United States against the indorsers, had expected that the interest due them would at once be paid. We learn, however, that no provision has been made for the payment of this interest, and the inference is, that they have determined upon allowing the question to go before the courts on the main issue, they regarding the removal by the United States Supreme Court of the injunction of one of their own stockholders, which restrained them from paying the interest on the bonds, as nothing more than a collateral proceeding. The amount involved, it will be remembered, was about a half million of dollars.

Insurance Dividends.

The Washington Marine Insurance Co. have declared a dividend of 3½ per cent., payable July 2. The Neptune Insurance Co. an interest dividend of 3½ per cent., payable July 2. The Brooklyn Fire Insurance Co. a semi-annual dividend of 10 per cent., payable July 2. The Anchor Insurance Co. an interest dividend of 7 per cent., payable July 10 on the preferred stock, and on the redeemable stock on the 16th. The Mercantile Mutual Insurance Co. a semi-annual dividend of 3½ per cent., payable July 2. The Harmony Fire and Marine Insurance Co. a semi-annual dividend of 5 per cent., payable July 2. The Long Island Insurance Co. a semi annual dividend of 10 per cent., payable July 2. The Great Western Marine Insurance Co. a semi-annual interest dividend of 3½ per cent., payable July 2. The Howard Insurance Co. a semi annual dividend of 10 per cent. payable July 4. The Goodhue Fire Insurance Co. a dividend of 6 per cent., payable on demand. The Mercantile Fire Insurance Co. a semi-annual dividend of 6 per cent., payable July 2. The Park Fire Insurance Co. a dividend of 10 per cent., payable July 2. The Commonwealth Fire Insurance Co. one of 6 per cent., payable July 2.

Bank Dividends.

The Bank of New York has declared a semi-annual dividend of 3 per cent., payable July 2. The Irving Bank a dividend of 3½ per cent., payable July 2. The Metropolitan Bank a dividend of 4 per cent., payable July 2. The Bank of the Commonwealth 3½ per cent., payable July 2. The Seventh Ward Bank 5 per cent., payable July 2. The Broadway Bank 5 per cent. The Chemical Bank a quarterly dividend of 6 per cent., payable July 2. The Merchants Exchange Bank 3½ per cent., July 2. The Tradesmen's Bank 4 per cent., payable July 2. The Mechanics' Bank 4 per cent., July 2. The Bank of America 3½ per cent., payable July 2. The Bank of North America 3½ per cent., payable on the 9th of July. The Atlantic Bank, Brooklyn, a dividend of 5 per cent., payable July 2. The Bank of Commerce has declared a dividend of 3½ per cent., payable July 2. The Continental Bank 3½ per cent., payable July 2. The Grocers' Bank a semi-annual dividend of 3½ per cent., payable July 22. The People's Bank a semi-annual dividend of 3½ per cent., payable July 6. The Mechanics and Traders Bank 4 per cent., payable July 5.

Interest on Stocks, Bonds, etc.

The Little Miami Road has declared a semi-annual dividend of 4 per cent.

The Cleveland, Painesville, and Ashtabula Railroad Company (Cleveland and Erie), have declared a semi-annual dividend of 5 per cent.

The Boston and Providence Railroad has declared a semi-annual dividend of 4 per cent., payable 2d July.

The Old Colony and Fall River Company a dividend of $3 per share payable July 2d.

The Boston and Maine Railroad pays 4 per cent. July 2d.

The Boston and Worcester Railroad Company, a semi-annual dividend of 4 per cent. payable July 2d.

The Cleveland, Columbus and Cincinnati Railroad Company has declared a dividend of 4½ per cent. on the earnings of the six month ending June 30, payable August 1. This is a reduction of ½ per cent. on the usual semi-annual dividend, which is accounted for by the failure of the crop last year along the line of the road.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of 3½ per cent., payable on the 20th inst.

The Fitchburg Railroad a semi-annual dividend of 3 per cent., payable July 2d.

The semi-annual interest, due 1st June, on the First Mortgage bonds of the Buffalo, New York and Erie Railroad Company, will be paid at the Bank of Commerce in this city.

The interest coupons falling due July 1st, 1860, upon bonds of the Chicago, Burlington and Quincy Railroad Company, the Chicago and Aurora Railroad Company, and the Central Military Tract Railroad Company, will be paid at maturity by the Bank of Commerce.

The interest on the public debt of the State of Illinois will be paid at the American Exchange Bank, July 2d, and for 30 days thereafter. Holders of Illinois and Michigan Canal Bonds, where coupons are exhausted, will present their Bonds.

Messrs. Cammann & Co. will pay the coupons due last August on the First Mortgage bonds of the Toledo and Wabash Railroad.

The November (1859) coupons of the first mortgage bonds of the Lacrosse and Milwaukee Railroad will be paid on presentation at the Broadway Bank.

The holders of the bonds of the City of Covington, given to the Covington and Cincinnati Bridge Company, should present their coupons (due and over-due) for payment at the Bank of America.

The July Coupons of Staten Island Railroad first mortgage bonds will be paid at No. 2 Bowling Green, on and after July 18th.

The Trustees of the Illinois and Michigan Canal have ordered a dividend of 5 per cent. on their bonds and canal indebtedness, payable by the Treasurer, No. 160 Front st., New York, 2d July.

The New York Central Company advertise to pay off $100,000 New York State 5½ per cents, originally issued in aid of the Auburn and Rochester link of the now consolidated line. The interest is made to cease on 1st August, when the certificates will be redeemed at the bank of Duncan, Sherman & Co.

Holders of Missouri State Bonds are hereby notified that the semi-annual interest falling due thereon, on the 1st of July, will be promptly paid at the Bank of Commerce, in the city of New York.

The Treasurer of the Boston and Worcester Railroad announces that all outstanding bonds of the road will be paid on presentation, with interest. These bonds which amount to between five and six hundred thousand dollars, were issued a number of years since to meet the expense of an additional freight depot in Boston and authority was afterward granted to turn those bonds into stock; but with good management they have been paid out of the current earnings, while the stockholders have received good dividends upon their money.

The Michigan Southern and Northern Indiana Railroad Company, will commence to pay the overdue coupons on the first mortgages upon their road and its branches, on the 16th July, and hope to be able, through a short period thereafter to satisfy, in cash, all these coupons. The following is the first mortgage interest now in default:

Issue.	*Principal.*	*Int. Overdue.*
Mich. Southern	$993,000—May, '60.	$34,755
North. Indiana, ...	985,000—Feb., '60.	34,475
Erie & Kalamazoo.	300,000—M'ch, '60.	10,500
Jackson Branch ...	195,000—Feb., '60.	6,825
Goshen Branch	1,287,000—Feb., '60.	45,045
Total	$3,760,000	$131,600

The Company, upon its present scale of earnings, expects hereafter to pay promptly upon the above, as well as upon the Sinking Fund Bonds.

The coupons of the Evansville and Illinois Railroad, due July 1, will be paid by the Farmers' Loan and Trust Company.

The Panama Railroad Company have declared a semi-annual dividend of 6 per cent., payable July 2d.

The interest coupons of the Alabama and Florida Railroad will be paid July 1, at the office of A. G. Jaudon, No. 54 Wall st.

Messrs. Atwood & Co., No. 104 Broadway, will pay the interest due July 1st, on the bonds of the State of Iowa. Also, the interest due 1st on the bonds of the City of Quincy, Ill.

The coupons of the Sacramento Valley Railroad Company, due 1st of July, 1860, on $100,000 First Mortgage Bonds, will be paid after that day at the office of Schuchardt & Gebhard.

The Terre Haute and Richmond Railroad a semi-annual dividend of 5 per cent., payable at the Farmers' Loan and Trust Company, in this city, on the 2d of July.

The Worcester and Nashua Railroad have declared a dividend of $2 per share payable 5th July.

The semi-annual interest of the Joliet and Chicago Railroad Company, due July 1, 1860, will be paid on presentation of the bond, at the office of M. K. Jesup & Co., No. 44 Exchange Place.

The July interest on the regular 8 per cent. bonds of the State of Minnesota will be paid by Clark, Dodge & Co.

The Western Railroad of Massachusetts a semi-annual dividend of 4 per cent. payable July 2d.

The Bank of the State of New York has received the funds to pay the coupons due in July on bonds of the State of Virginia.

The Bank of the Republic has received the funds for the payment of the interest on the State debt of North Carolina.

The Petersburg and Roanoke Railroad Company have declared a dividend of 5 per cent.

Pennsylvania Coal Company.

At an election for Directors of this company, held at Hawley, Pa., on the 5th inst., the following gentlemen were elected for the ensuing year: Isaac L. Platt, William R. Griffith, Jonathan Thorne, Wm. F. Havemeyer, Thos. W. Pearsall, William H. Falls, Charles Morgan, John Ewen, Geo. A. Hoyt.

At a subsequent meeting of the Directors, JOHN EWEN was unanimously re-elected President of the company for the ensuing year.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., New York, June 22, 1860.

AT A MEETING OF THE BOARD OF DIRECTORS of the ILLINOIS CENTRAL RAILROAD COMPANY, held THIS DAY, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, for the purpose of discharging the outstanding Free Land Bonds be, and the same is hereby called, payable on the 20th day of July, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. Robert Benson & Co.; and that parties desiring to pay their instalments in London, may pay the same at the rate of four shillings two pence to the dollar; and that the Free Land Bonds, with accrued interest, shall be received at par in settlement of the call.

Resolved, That the transfer books be closed on the 14th day of July, and re-opened on the 20th; and that no transfers be permitted on, or after that date, of shares upon which such assessments shall not have been paid. By order of the Board.

3t26 A. E. BURNSIDE, Treasurer.

$500,000 EIGHT PER CENT. LAND GRANT MORTGAGE BONDS OF THE TEXAS AND NEW ORLEANS RAILROAD COMPANY (Texas Division), secured by a mortgage upon one hundred and six (106) miles of railroad and its appurtenances, of the estimated cost of $2,920,000, and upon seven hundred and sixty-eight thousand (768,000) acres of valuable land, are now offered to the public as one of the most desirable and reliable securities at present upon the market.

THIS ROAD

is the Texas Division of the great trunk line which, within twelve to eighteen months, will connect Houston, Galveston and every important point in Texas, with New Orleans, and, in communication with the lines running North and already completed, place New York within 90 hours of Houston.

THE BONDS

will be redeemable on 1st November, 1878, bear 8 per cent. interest; coupons payable semi-annually, on 1st May and 1st November, in the City of New York.

As additional security for prompt payment of the coupons, pending the completion of the entire road, are mortgaged by special trust-deed, 76,800 acres of land, together with town lots and individually donated lands, at present valued at $600,000.

Maps, prospectuses, copies of charter, trust deeds, land grants, and every information, may be had upon application to C. CONGREVE & SON, No. 6 Pine st.; or E. WHITEHOUSE, SON, & MORRISON, No. 38 William st., Merchants' Exchange.

1m24

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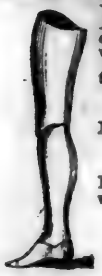
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LONG and well known throughout the country for their unrivalled superiority in point of durability, lightness of construction, ease with which they are used, and their adjustability. A Large Silver Medal was awarded them at the Fair of the American Institute, 1859.

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MADE FROM MEASURES

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Gold, Silver and Lead Ores.

THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable terms as can be obtained in this country or in Europe.

W. H. McVICKAR, President.

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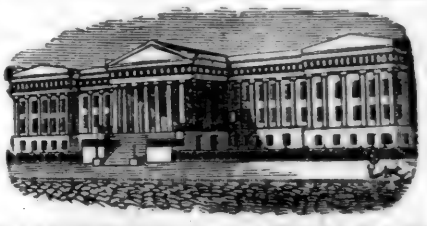
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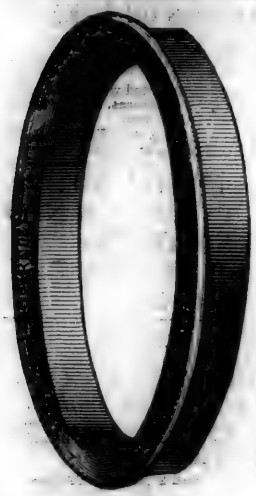
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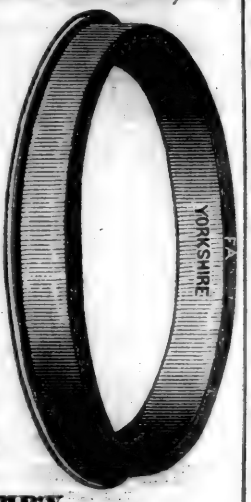
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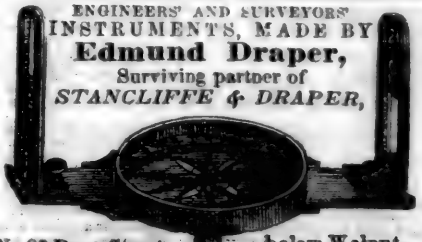
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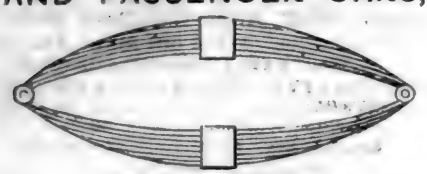
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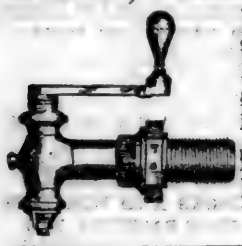


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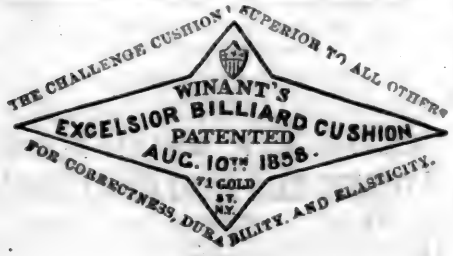
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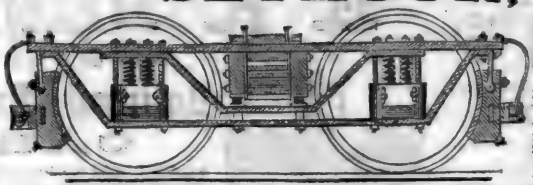
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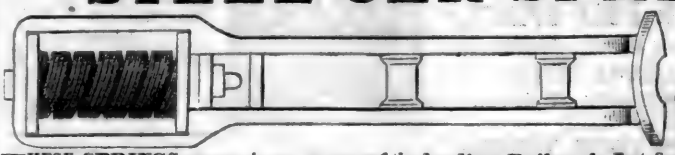
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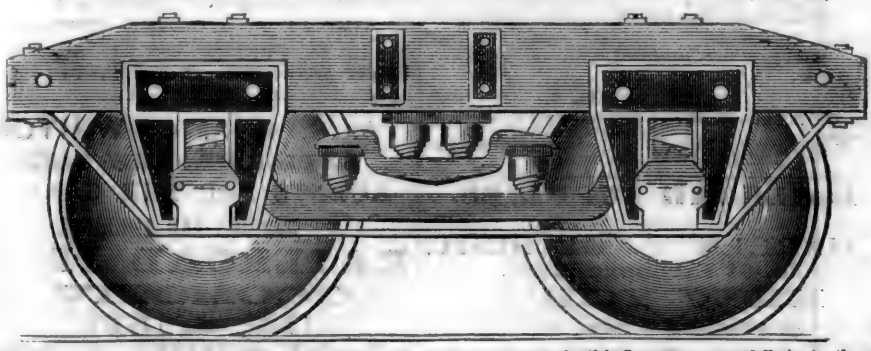
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Farm Mortgage Bonds in Wisconsin 573
New York and New Haven Railroad.—Schuyler Frauds 575
Incorporation of Companies, Approximate Estimate of Length of Road 577
The Coinage 578
Will the Coal Fields hold out? 579
Railroads of the State of New York 581
Chicago, Iowa and Nebraska Railroad 588
Locomotive Performance on the Great Western Railway of Illinois 589
Locomotive Performance on the Illinois Central Railway 589
Chicago, Burlington and Quincy Railroad 589
Railways in Ind 590

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, July 7, 1860.

Farm Mortgage Bonds in Wisconsin.

The following in the decision of the Supreme Court of Wisconsin in an action to foreclose a Farm Mortgage given to the LaCrosse and Milwaukee Railroad Company. The case was brought up on appeal from Dodge County Circuit.

William D. Clark vs. W. Farrington and Wife.

PAINE, J.—The cash capital in this State was inadequate to the building of its railroads, or even to the payment of such proportion as is usually paid in cash for stock in the older and more wealthy communities. But the farmers along the routes, having confidence in the success of the enterprise, and the ultimate benefit to themselves, were willing to mortgage their farms for stock, placing the securities in the hands of the companies, to negotiate and raise the funds necessary for building the roads. This practice was extensively adopted along most of the roads in the State. The securities were taken and negotiated by the companies, and default having been made in payment, a number of actions have been brought to collect the notes, or foreclose the mortgages. The defence is now set up, that the companies had no power under their charters to take these securities for stock, and that they were therefore void.

As is usual in such cases, many considerations were alluded to in the arguments of Counsel, which have no bearing upon the legal question presented. If the farm mortgagors influenced, perhaps, by public spirit, combined with the hopes of private gain, have mortgaged their farms for stock, the facts that those hopes have failed and that financial ruin has fallen upon the enterprises, and that the execution of their contracts may prove hard and calamitous to many of them, furnish no reason in law why they should not be executed, provided they were such contracts as might in the law be made. On the other hand, if the companies had no power to take these notes and mortgages for any purpose, so that they were utterly void in their hands, the fact that large amounts have been invested in them, which will be lost to the purchasers, is no reason why the courts should hesitate to declare them void.

It has been contended on the part of the plaintiffs that even if the companies had not the power to take these notes and mortgages, for the particular purpose for which they were in fact taken, yet that they had power to take notes and mortgages for some purposes, and that being so, that these could be enforced in the hands of *bona fide* purchasers for value, which they claim to be. Perhaps some of the cases might be decided upon that ground. But as several have been argued, in some of which it will be necessary to decide upon the question of power, and as the conclusion to which we have arrived upon that, will render a decision of the others unnecessary, we will proceed to address ourselves to that, without further notice of other considerations.

The question is, had the companies power to take these notes and mortgages for stocks? In this case it arises under the charter authorizing the construction of a railroad from Milwaukee to La Crosse. The counsel for the defendants contend that the company had not the power, and that the transaction was a violation of its charter. To lay the foundation on which to sustain this position, they cited a large number of authorities establishing the proposition that a corporation has no powers except such as are conferred by its charter; and that its acts outside of those are void. This is too well settled to admit of dispute, and a moments' consideration of the great increase of corporations in modern times, and of the vast powers entrusted to them, as well as of the natural tendency of their accumulated capital to accumulate also influence and power, is sufficient to satisfy every intelligent mind of the absolute necessity of adhering to the rule of confining these bodies strictly to the accomplishment of those ends and objects which their charters authorize, and prohibiting them from all others. But while this is conceded, it is also true that to these organizations is entrusted the accomplishment of "enterprises of great pith and moment," which, when properly executed, contributes greatly to the convenience and prosperity of mankind, and even to the advancement of civilization—enterprises impossible to private unassociated capital, and which sometimes task even the enormous energies of corporations beyond their strength, so that after expending the best efforts of human ingenuity to accomplish the end, they either fail entirely, or succeed perhaps in completing an improvement, of which others may reap the benefit, only by the pecuniary ruin of its originators. These considerations are sufficient to show that the rule that corporations can exercise no powers not delegated, should not from an undiscriminating timidity or apprehension, be extended so as to unwisely and unnecessarily cripple and restrict them, as to the means of executing the powers that are delegated. Powerful as they are, it must be assumed that the law is powerful enough not only to control and confine them within their proper limits, but also within those limits, to allow them the exercise of a reasonable discretion in selecting among the various means that may be adapted to the execution of their powers. It is accordingly held in a large class of cases, many of which are cited by the counsel for the plaintiff, and which we do not deem it necessary to refer to in detail, that a corporation may adopt any of the usual means employed to accomplish the purposes authorized by its charter. It is true that this right of selecting among the means adapted to the end, is generally stated as limited to those usual and necessary. But precisely what limits those terms imply, does not seem to be well defined.

The Constitution of the United States gave Congress the power to pass all laws "necessary and proper" for carrying into execution the powers conferred upon the Federal Government. That Government chartered a bank, and its constitutionality being called in question, the Supreme Court of the United States, placed a construction upon these words. They held that the word "necessary" did not imply that the means used must be absolutely indispensible, but that the government might select any which were "needful," "requisite," "essential," or "conducive to," the end, and tended directly to its accomplishment, and therefore might charter a Bank. Whether or not it justifies that conclusion, there is undoubtedly great force in the reasoning of Chief Justice Marshal, as to the necessity of the power on the part of the Government to select means for the execution of its powers. And bearing in mind the disproportion between the powers of a government, and those of an ordinary corporation; we think that reasoning goes to sustain the right of the latter to an equal freedom in selecting among various means proper for the execution of its powers. There is a close relation between the principles applicable to the government of the U. S. and those applicable to a corporation. The former like the latter, can exercise no powers except such as

are delegated to it either expressly or implied as necessarily incident to those delegated. The reasons for confining both within the limits of the delegated powers, are equally obvious and familiar, yet this being constantly conceded, it by no means follows, that either, within those limits should be restricted with narrow and illiberal rigor, in the choice of means, adapted to the execution of their respective powers. And the same reasoning which excludes such rigor in the case of the government, in our opinion justifies its exclusion in the case of a corporation. But in applying it to the latter, due allowance should be made for the difference in the magnitude of their powers, for it would not at all follow that a corporation might adopt any means which the government might.

But it is unnecessary to pursue this point further, as it has been expressly passed upon by this court. In the case of *Madison, &c., Plank Road Co. vs. Watertown, &c., Plank Road Co.*, 5 Wis. 178, it was held that a corporation is not restricted to the means either "usual" or "necessary," but might select those "convenient and adapted to the end," though "unusual" and not absolutely "necessary." It was a Plank Road Company, and its charter gave it no power to loan money; but the court say that if it had seen fit to make a loan to one of its contractors to enable him to complete his contract, though unusual, it would have been a legitimate means of executing their power to build the road. When the case was here subsequently, and it appeared that the company had undertaken to assist in the building of another road, then its acts were held void, but this detracts nothing from the first decision.

This doctrine must of course be properly understood. It does not mean that a corporation may engage in a separate distinct business, not authorized by its charter, as a means of raising funds to accomplish the things authorized. This it could not do. A railroad company could not engage in banking, nor in manufacturing, nor speculating in real estate, as a means of raising money to build a railroad. It is only that it may adopt any convenient means, proper in themselves, tending directly to the execution of the powers conferred, and not amounting to the transaction of any distinct unauthorized business; though such means may not have been usually adopted in the execution of like powers.

We have then two established propositions of law: *first*, a corporation can exercise no powers except those conferred by its charter; *second*, in executing those powers it may adopt any proper and convenient means tending directly to their accomplishment, and not amounting to the transaction of a separate unauthorized business.

In order to decide this case, two questions remain to be determined: Was the taking of the note and mortgage for stock, an attempt by the company to execute powers not delegated? or was it a mere means of executing those that were conferred? If it was the latter, then was it a means which the company was prohibited from using?

Upon the first question there seems to be no room for doubt. The company did not attempt to do anything except to execute its power of building a railroad. The defendant was willing to take stock, but had not the money to pay for it. He was willing to give his note for it, and secure it by a mortgage. The company took it in payment with the sole intention of transferring it to raise the money. The result is the same as it would have been if the defendant had mortgaged his farm to a third party and obtained the money himself and paid it for his stock. In the end, by either method, the company has the money; the defendant, the stock, and the third party the mortgage. The company has simply resorted to a double transaction to get the money for its stock, instead of a single one. But it was a means tending directly to the execution of its power of building a railroad, by disposing of its stock for the money necessary therefor.

The other question is, whether this means was prohibited to the company? And towards this point the strongest arguments for the mortgagor is directed. It is said that the charter provides a specific method of raising funds for building the road; that is, by opening books for subscription for stock, and then requiring payment from the subscribers; and that this method having been provided for, every other is necessarily excluded. As a part of the argument, it is assumed that the charter contemplates and requires a payment in cash, and therefore that the company is in effect forbidden to receive anything else as such. This assumption is of course necessary, for the validity of the whole argument depends upon it. Let us examine whether it is correct. There is no express provision in the charter that the stock must be paid for in cash. Is such a provision implied? It was suggested that the language fixing the amount of each share at one hundred dollars, necessarily implies that the payments must be in cash. It was said that "dollars" meant money, and was not descriptive of anything else. But this suggestion seems entitled to but little weight when it is remembered that money is the standard of value, and is used as the representative and measure of the value of all other articles. Thus a note to be paid in specific articles is drawn for the payment of so many dollars in the articles agreed on. The use of the denominations of money to fix the amount in value if necessary in all such instruments. And the mere circumstance that the Legislature used that language in fixing the amount of each share of the capital stock cannot be considered as indicating any intention that the shares must be necessarily be paid for in cash. Because such a literal construction would require the company to keep its capital stock consisting of money. For that capital stock is to continue after the road is built, and would still consist of shares of one hundred dollars each. And if the use of the word "dollars" necessarily requires each share to be paid for in cash in the first instance, it would equally require it to continue in money.

But the charter instead of attempting to prescribe the manner of payment, expressly leaves it under the control of the Directors. It provides that they may re-open the books for subscription or open new ones; may decide the amount to be paid on subscription, and the "time, *manner* and proportions" in which the subsequent instalments shall be paid. This power of the directors to prescribe the "manner" of payment is directly repugnant to the theory under consideration. For if the charter had positively provided that payment should be made in cash and not otherwise, then it was idle to say that the directors might prescribe the manner, for it was already fixed beyond their control, the power to prescribe the manner of payment includes that of directing in what it should consist, which would of course be limited by the general purposes of the charter.

It also gives them the power to make "such covenants, contracts and agreements with any persons or persons, co-partnership or corporation whatsoever as the execution and management of the works and the convenience and interests of the company may require." This is certainly comprehensive language, and includes the power to make the contract in question, unless it is limited by other specific provisions relating directly to that subject matter, and we find none having that effect.

But it is said that the charter provides for stock subscription books, and that the defendant never subscribed in a book, and therefore he is not a stockholder. But is that absolutely essential? True, the charter provides for opening books and for subscriptions therein, and the same clause implies that a part should be paid, at the time of subscribing, and the remainder in instalments as the Directors should require. But suppose a party should be ready to pay for his stock at once? If he pays the money, and the company issues to him the stock, is he not a stockholder? Is it not a valid transaction? Or must he necessarily enter into a contract to pay, although ready to pay at once? Would the company not be authorized to receive payment and deliver the stock, under its general power to make whatever contracts the convenience or interests of the company might require, even though the formality of a stock subscription was not complied with? We cannot doubt it, and if such a transaction would be valid with one paying cash, it would be equally valid with one paying by note or mortgage, provided the company had power to take them in payment. So that it is left as before, depending simply on the question of power.

It is not true, as seems to be assumed, that the great primary object of the charter is to raise an amount of money equal to the capital stock; the primary object is to build and equip a railroad. Money is necessary as a means, but it is not the end. And we can see no objection whatever to a railroad company issuing stock and taken in payment materials or labor, or land necessary for its road. So far as it can build and equip its road for stock, it is the most simple and direct method of accomplishing it. It gets at the object, then, by a single transaction, when it would require two, if the subscriber must first pay the money and then receive it back again for whatever he furnished. And we think it might be safely asserted that no railroad was ever built in the country without disposing of more or less stock in payment for labor, materials or land. And there are but very few cases, where the propriety of this course, or the power of the companies so to dispose of it was ever called in question, and in those the power was sustained; while there are many cases where such contracts have been enforced, without question, disputes having arisen upon other points. The following may be referred to as illustrations: *Vermont Central R. R. Co. vs. George Clayes*, 21 *Verm.* 30; *Boody vs. R. R. Co.*, 24 id. 660. These are cases where a large proportion of the payments to contractors were to be made in stock. *Moore vs. Hudson R. R. Co.*, 12 Barb. 156; *Porter vs. Buckfield Branch R. R.*, 32 Maine 539; *Barker et al vs. Fr. & Rut. R. R. Co.*, 27 *Verm.* 767, and many others that might be referred to are of the same character. The multitude of cases of this character, in which no question has been made as to the power of the corporation to make such disposition of their stock, considered in connection with the well known strictness of the law of corporations and the ability and acuteness of the profession, usually not unwilling to raise any question upon which there is any hope of success, is entitled to more weight, against the position here contended for, than a limited number of positive adjudications.

But reliance is placed upon several cases which have held that where by statute commissioners were appointed to take subscriptions preliminary to the organization of a corporation and were required to receive a specified sum at the time of subscriptions, that a subscription taken by them without a compliance with that condition, would be invalid. These cases are the following: *Hibernia Turnpike Co. vs. Henderson*, 8th Serg. and Rawle, 219, and several subsequent cases in Pennsylvania, following that. *Jenkins vs. Union Turnpike Co.*, 1st Cai. cases in error, 86; and *Crocker vs. Crane*, 21 Wend, 211. It would be a sufficient answer to the argument attempted to be derived from them to say that they are entirely inapplicable to a contract made by a corporation after it has once acquired a legal existence and capacity to act. And the very reasoning upon which they proceed clearly implies that those same courts would not have applied the same rule to such a case. For the basis upon which they rest, is, that at the time of these subscriptions, the corporation which they are to organize has no existence, and that the commissioners are simply ministerial agents, clothed with no discretion or power to contract, and can only pursue the strict letter of the statute. It may well be urged that where the law requires the payment of a specified sum as a condition precedent to the organization of the company, that its intention was that such payment should be in cash. Until that was paid there would be no corporation in existence, no authorized purpose for the accomplishment of which any other article could be received—nobody clothed with any discretion in the matter or capacity to

regulate it by contract. These cases may therefore be considered to be law, and they by no means establish the proposition, that after a corporation has acquired existence and power to contract, that it may not by contract receive in payment for stock anything necessary for the execution of its purposes, on the contrary the opposite inference is to be derived from them.

In *Crocker vs. Crane* it was intimated that the commissioners had no authority to receive worthless checks or uncurrent money in lieu of cash, and it was said they could not have received "stocks or mortgages." But this was evidently placed upon the considerations we have suggested. For the learned Judge who gave the opinion quoted, among other cases, that of *Goshen Turnpike Co. vs. Hurtin*, 9 John 217, which was an action on a promissory note, evidently given after the organization of the company, for five shares of stock. The action was sustained, and the court said "it was to be intended that the defendant had duly become a stockholder to that amount." It is not to be supposed that Judge Cowen, with his proneness to comment upon authorities, would have quoted this case approvingly upon another point, without noticing its conflict with the decision on the main point, if he had supposed the acts of a corporation in existence stood upon the same footing with the acts of the commissioners, in taking the steps preliminary to its creation.

But it is very doubtful whether even the doctrines of these cases is sustained by the weight of authority. In the case of *Jenkins vs. Union Turnpike Co.*, the decision of the Supreme Court of New York, was in favor of the validity of the subscription. This decision was reversed by the Court of Errors, but it is pretty evident from subsequent decisions in that State, some of which are quoted in *Crocker vs. Crane*, that the decision of the Court of Errors was not satisfactory. In the case in 8th Serg. and Raw., Justice Duncan dissented, and noticed the reluctance of the New York courts to follow the decision of the Court of Errors.

In *Central R. R. Co. vs. Clayes*, 21 Verm. 30, the commissioners took a note for the payment required by the statute on subscription. It was delivered by them to the corporation, on its organization, and the court held that it was valid, and its payment might be enforced. In *Greenville & C. R. R. Co. vs. Woodsides*, 5 Rich. 148, while deciding the case upon another ground, the court say expressly that they are not inclined to admit that a note taken by the commissioners was not such a payment as the statute required. The case of *McNeal vs. Russell*, 12 Ire. 224, is a very strong case against the doctrine contended for by the counsel for the moftgagor here. There the statute expressly provided that five dollars should be paid on subscription, and that if not paid the subscriptions should be void. The commissioners took a bond in payment. The court held that by reason of the express provision of the statute the subscription was void, but that the bond was valid. They say, "So in this case the defendant could not have been compelled to pay the $5 a share by force of the subscription, yet if he and the other subscribers chose to waive the provisions thus made for their benefit respectively, and agreed, that upon his giving bond for the same, it should be taken as cash and be admitted into the company, and he deliberately does so, it is not seen that any principle of law or justice is violated, or that there is any reason why he should not pay this as much as any voluntary bond."

It is very doubtful therefore, whether the weight of authority is not against the doctrine of these cases, but even if conceded correct they do not support the position contended for. See also Redfield on Railways, 87—8.

Cases already referred to, and a number of others cited on the plaintiff's brief, sustain fully the proposition, that a corporation may receive a note in payment for stock, and, that having done so, they cannot refuse the party giving it the privileges of a corporation. In *R. R. Co. vs. Hickman*, 28 Penn. St., 318, it is expressly decided that the provisions of the statute concerning the powers of the commissioners are not applicable to the acts of the company after its organized. And that under the general power to prescribe the manner of paying for stock, and to make contracts, &c., it may take payment in labor, materials, or anything necessary for the building of the road. In *Carr vs. Le Fevre*, 27 Penn. St., 413, it was held that a transfer of land to be used for the purposes of the corporation, was a good payment for stock. In *Brown and Brothers vs. Illius*, 27 Conn. 84, the entire stock of a corporation had been paid for in real and personal estate necessary for the use of the company. The court below charged that it was a valid payment, and though the Supreme Court did not find it necessary to decide the point, they say they are "strongly inclined to think there was no error on this point." In the case of *Treadwell and another vs. Salisbury Man. Co. and others*, 7 Gray, 405, it was held that where the circumstances of an existing corporation justified a sale of its entire property, its taking payment in the stock of a new corporation did not render the transaction illegal. The court said, "the new stock is taken in lieu of money, to be distributed among those stockholders who are willing to receive it, or to be converted into money by those who do not desire to retain it." In the *Cincinnati R. R. Co. vs. Clarkson*, 7 Ind., 595, it was held that the company had power to take subscriptions for stock payable in real estate, though the case does not show what were the provisions of the charter.

We are satisfied, therefore, that the authorities utterly fail to sustain the position here contended for, that this company had no power to dispose of its stock for anything except money. But that, on the contrary, they show with entire unanimity, as well by silent acquiescence, as by positive adjudication, that it had the power to dispose of it in such a manner as would accomplish the objects authorized by the charter.

It was said that taking the mortgage was an unwarrantable dealing in real estate, but this is not so. There is nothing in the transaction approaching a speculation in lands. The mortgage is taken as a mere security, and as such is only an incident to the debt. It is simply obtaining, by contract, what the company could obtain by operation of law on any ordinary stock subscription, where there was default in payment. Judgment could be recovered which would be a lien on real estate. It would be a mere means of collecting the debt, and the mortgage was nothing more. Suppose such a suit brought, could not the company settle it on the party securing the debt by mortgage? Could they not take from a willing party, by contract, what the law would give them against him if unwilling, that is a security for the debt on his real estate? We can see no reason to doubt it. And if they could do it on the settlement of a suit, there is no more objection to it in the first instance, without suit.—Aug. & A., on Corp., § 156.

But it is further said that such a contract is a fraud on the cash paying subscribers. It is a sufficient answer to say that those subscribers do not complain. If the transaction is liable to no other objection, a party to it cannot set up his own fraud to defeat his contract, when the party defrauded choses to acquiesce. Redfield on Railways 87-8 and note. But we are unable to perceive that the ocjection is valid. The directors are the agents of the stockholders, and their acts within the powers conferred, are binding on the latter. This mode of receiving payment for stock was directed by them, and, it being within the scope of their authority, it was to be deemed assented to by all. It is to be assumed that the company could negotiate the securities for their present worth, which would be equivalent to the full amount paid on successive instalments.

We are, therefore, clearly of the opinion that the company had power to make this contract, and that the securities are valid. It was not an attempt to go outside of its charter and accomplish things unauthorized, but was a means of executing the powers granted, as to which, except so far as positively restricted, the company possessed the powers of an individual.

Says Justice Nelson in *Wilmarth vs. Crawford* 10 Wend., 342: "Unless there is some express restriction, either in the charter, or some other act of the Legislature, as to the nature of the evidence of the debts due to or from them, or securities to be taken or given by them, they have in this respect the same powers that belong to individuals. Corporations, while acting within the scope of their authority under the act creating them, that is in the execution of the powers granted to, or duties imposed upon them by the charters, are to this extent and end like natural persons." And our whole conclusion is only an application to corporations of the rule familiar as between individuals, that securities may, by contract, be received in payment.

The court below erred in holding these securities invalid, and the judgment must be revesed, with costs, and the case remanded for furth er proceedings.

New York and New Haven Railroad.—Schuyler Frauds.

DECISION OF THE SUPREME COURT.

There appears to be no end to the litigation, consequent upon the fraud of Robert Schuyler in over-issuing the stock of the New York and New Haven Railroad Co. The case now comes before the courts in the shape of a suit brought by the Railroad Company in the Supreme Court of New York to cancel the stock over-issued by Schuyler and to enjoin the holders of it from setting up any claims or bringing any suits upon it. The case was on trial during the months of March, April and May last, at a special term of the New York Supreme Court, held by Justice Ingraham, who has now rendered the decision of the Court.

The gist of the decision, as understood by us, is that the stock over-issued by Schuyler, although void *as stock*, yet that those who paid money on the faith of the certificates issued by Schuyler, or upon transfers made by the officers of the company, have a right to recover damages against the company for their losses. The reasons upon which such a recovery may be sustained, as held by Justice Ingraham are, the acts of the transfer agent in issuing false certificates, and allowing false transfers, and for negligence of the company in permitting transfers of spurious stocks on the books of the Company, by their agents; permitting the books of the Company to be used for the purpose of committing fraud on others who were desirous of purchasing stock; issuing to such persons certificates of stock; informing buyers, who applied for information in regard to stock before they paid for it, that stock had been transferred on the books. It will thus be perceived that the ground of action is not the stock *per se*, but the injury resulting to the purchaser of the stock, who was led to buy through the negligence of the company; where this State of facts exists, his Honor decides, that the purchaser of the spurious stock has a remedy in damages against the company. The following is the decision:

INGRAHAM, J.—This action was brought by the plaintiffs for the purpose of ascertaining whether the stock held by the defendants, either in whole or in part, was spurious, and if so, to have the same declared void, and ordered to be cancelled; and also that the defendants should be enjoined from prosecuting any actions then pending against the company, or bringing actions to enforce the same. Such of the defendants as have answered, deny that their stock is spurious, and set up the various grounds on which they claim their stock to be valid, and in many instances have set up counter claims for damages against the company. In disposing of this case the main question arises

as to the proper rules to be adopted, in order to ascertain which stock is valid and which is spurious. On the part of the plaintiffs, it is claimed that no transfers are to be recognized but such as are entered on the books of the company; that the issue of a certificate of stock, or an assignment thereof, did not vest in any person other than the holder on the books of the company, any title to such stock, until the same was transferred on the books of the company; that all transfers made in excess of stock owned by the transferror, and all certificates for shares not held by the party named, were void; that the outstanding certificates did not prevent the transfer of the stock represented by it, and that the holder, without notice to the company, obtained no rights against the company, until such notice was given; that the company might waive the requirement of the by-law calling for the surrender of the certificate before transfer; and that the company are in no respect liable for the acts of Schuyler or his representatives, when done or made in transactions not authorized by the company. On the part of the defendants, the grounds of the defence vary according to the particular interests of the several defendants, which it is unnecessary here to recapitulate. The first inquiry is as to the effect of the over-issue by the Schuylers in their transfers prior to October, 1853. It must be remembered that there was no over-issue of capital stock at any time prior to that date, so far as related to the whole amount of stock outstanding on the books of the company. The excess was in the account of Schuylers alone. If there had been such an over-issue at that time, beyond the capital of the company, and that had not been remedied by calling in and cancelling sufficient stock to reduce the amount down to the actual capital, such false stock remaining on the books would undoubtedly effect the title of all persons to whom such shares should subsequently be transferred; but if the whole capital of the company was not at that time exceeded by such over-issues, there would be nothing to prevent the company from receiving from the Schuylers payment for such over-issued shares, or a satisfaction therefor, either by a retransfer from them to the company, or in some other manner, by which the company, could recognize such shares as valid, and treat the holders thereof as stockholders of the company. After a full review of the case the Judge considers the following facts established:—

That the company was duly incorporated by the Legislature of Connecticut in 1844. That in 1846 the Legislature of New York authorized the company to extend their road to, and unite with, the Harlem Railroad Company at Williamsbridge, and such act was assented to by the Legislature of Connecticut the same year. That in pursuance of the charter, the Board of Directors attempted to obtain subscriptions for the capital stock of the company, which attempt failed. That afterward, about October, 1846, a formal subscription was made by certain persons to the capital stock of the company, amounting to 24,400 shares, exclusive of the subsequent increase, on which a payment of one dollar per share was made. That a Board of Directors was elected on the 19th May, 1846, and the company was then duly organized. That on the same day, the Directors organized their body by electing Robert Schuyler President. That on the 10th of November, 1846, the Board resolved to make up the capital stock to 25,000 shares, and passed a resolution providing for a further subscription and distribution thereof, together with 9,680 shares placed by the former subscribers with the President of the company for distribution, and directing the same to be offered for sale and distribution on terms prescribed by them in the resolution. That various subscriptions were afterwards obtained, by which the whole of such stock was subscribed for. That such subscriptions were recognized by the company, although not obtained in the mode specified in the act of incorporation, by the resolutions passed Dec. 31, 1846. That subsequently, in August, 851, the Board of Directors agreed to increase he capital stock to 30,000 shares, and directed e same to be apportioned among the then existing stockholders, as standing on the stock ledger for the dividend payable on 15th August, 185I. That on the 15th August, 1851, a dividend was declared and paid to the stockholders on the books of the company, according to the stock ledger, which comprised all the stockholders then holding stock on the books of the company, as per exhibit No. 29, at which time R. & G. L. Schuyler were recognized as holders of 854 shares. That such distribution was accordingly made, and the 5,000 shares were so distributed and taken by such stockholders, except sixty-eight shares, which were fractions of shares, not taken by those who were entitled thereto, and which remained undisposed of. That Robert Schuyler was appointed transfer agent at New York, J. G. Sheffield at New Haven, and J. E. Thayer & Brothers at Boston, by resolutions of the Board of Directors on 3d February, 1847. That the stock so subscribed for and distributed, appears to have been, in most, if not all cases, transferred by one of the transfer agents, on behalf of the company, to the subscribers. That there were, at all times, transfers made to the transfer agents on the books of the company, for the account of the company, and the stock so transferred was afterwards disposed of by such agents. That ten shares of stock taken by George Peck were declared forfeited on 4th May, 1853, and a resolution then passed authorizing the President to sell the same, and also the 68 shares of the stock not taken in fractional shares, by the subscribers, so as to make the whole capital stock 30,000 shares. That George W. Whistler was appointed Vice-President on 10th August, 1853, and resigned 31st May, 1854. That prior to the distribution of 5,000 shares in August, 1851, the firm of R. & G. L. Schuyler, by transfer, had caused an over-issue of stock in their stock account to a large amount, and exceeding 1,000 shares above the number of shares that had been transferred to them previous to such over-issue. That it does not appear in what manner such over-issues were remedied, but that on the 17th of October, 1853, Schuyler's stock account balanced with four shares to their credit. That at all times previous thereto, the stock ledger account always balanced with the stock issued by the company, so that at no time previous thereto was there an issue by the company or its agent of more stock in the aggregate than thirty thousand shares. That at that date R. & G. L. Schuyler had outstanding certificates signed by R. Schuyler, transfer agent, for 7,042 spurious shares of stock for which no transfer had been made to them on the books of the company. That in October, 1853, R. & G. L. Schuyler commenced an over-issue of shares by transfer, and between that time and the 4th of July, 1854, there were transfers of spurious shares made by them up to that date on the transfer books of the company amounting to 17,497 shares, and certificates also outstanding in their name for shares for which no transfers existed on the books to 1,648 shares, making the whole amount of over-issued stock by transfer and by certificate 19,145 shares. That these shares and certificates are claimed by the defendants in part, and by others, as will appear by the statement hereto annexed. That the over-issue of stock was originally made in some cases by transfers, when there was no stock standing to the credit of the Schuylers, and in other cases by the issue of certificates for stock when no such stock was owned by them, accompanied with an assignment and power of attorney, authorizing a transfer, and then in most cases such stock was subsequently transferred on the books of the company by the attorney, excepting in the cases of 1,648 shares pledged by the parties to whom the certificates were issued as security and not transferred on the company. That in some cases the certificate when issued was a certificate for valid stock held by R. & G. L. Schuyler at the date of its issue; and after the same was issued that R. & G. L. Schuyler transferred on the books of the company such shares without surrendering the certificates. That the transfers were all made in books kept by the company, which were regularly numbered prior to the book being used for the purpose of transferring, and in some cases transfers were made by the Schuylers as well as others of shares which were transferred to them either on the same or a subsequent day—such transfers in some cases being for the same number of shares, and in others for amounts of different quantities, and the transfers made by them were sometimes numbered of a later number than that by which they received the stock. That the company provided rules for transferring stock, as set out in the complaint, by which rules it was provided that all transfers should be made in the books of the company, and that all certificates of stock, which should have been issued, must be surrendered prior to a transfer of such stock being allowed on the books of the company. That in most of the cases in which the defendants have appeared and answered, proof has been furnished to show that such defendants, on receiving the transfers and certificates, either paid value for the stock, if purchased, or made loans thereon, in good faith, and without knowledge of the frauds or over-issues of Schuyler, and without any grounds sufficient to cause suspicion thereof. That in the case of Kyle, it does not appear that he had paid any value to Schuyler for the stock issued to him, but it is shown that the Mechanics' Bank loaned money to Kyle upon the said certificates, and had a transfer to them of part of the stock. That in many of the cases the defendants, before paying for their stock, or advancing money thereon, made or caused to be made application to the officers or clerks in the employ of the company to know if stock had been transferred to them, and were informed that such transfers had been made, and that they then paid or advanced money, relying on such information from the agents of the company. That in all such cases the defendants have sustained damage from the acts of the officers, clerks, or agents of the plaintiffs. That Robert Schuyler failed on or about the 3d day of July, 1854, and then communicated to the Board of Directors that difficulties existed as to the stock, and referred them to the stock ledger as containing much that was wrong. That up to that time there is no evidence of any actual knowledge by any of the Directors of any fraudulent acts on the part of Schuyler in the performance of his duties as transfer agent. That such frauds were committed both as transfer agent of the company, in giving false certificates, and permitting false transfers on the books of the company, as well as a stockholder of the company as one of the firm of R. & G. L. Schuyler, in making transfers and obtaining certificates from the company for more shares than they held on the books of the company. That a proper examination of the books by the Directors would have enabled them to discover the frauds which were perpetrated by Schuyler, and that the Board of Directors were guilty of negligence in not making such examinations, and in leaving the entire charge and control of the transfer of shares, and giving certificates, with Schuyler, without making such examination. The law, as applicable to these facts, I find as follows, viz:

1. The stock of the company being limited to 30,000 shares by the charter of the company, it was not in the power of the Board of Directors, by any resolution or act of such Board, to increase the number of shares beyond that amount.

2. If the directors could not, by their own act, increase the number of shares beyond 30,000, they could not delegate to their agent, either directly or indirectly, authority to make such increase.

3. If neither the Board, nor its agents acting under its authority, could do an act by which the capital stock could be increased, no act of negligence or misconduct on the part of such agent could effect, by any liability for such acts, what the company could not do directly.

4. Consequently the doctrine of estoppel cannot be applied to give validity to what would be an illegal act, or to prevent the company from setting up, in answer to a claim to such stock, that the same is void, being issued in excess of the capital.

5. By this I mean that no one can be estopped from refusing to do an illegal act; but that an estoppel can only operate in favor of a party injure-

where there is no provision of law forbidding the party against whom the estoppel is to operate from doing the act which is sought to be carried out through its operation.

6. The doctrine of estoppel is only available to the party for whom it was designed, and does not operate in favor of a stranger to whom the representation was not made, and is not applicable to this case excepting as hereafter stated.

7. That no legal title passed to any one who received from the owner a certificate of shares of stock, issued by the company, with a transfer endorsed thereon, even though the person to whom such stock was delivered advanced money on the receipt thereof, but that the party receiving the same only acquired an equitable title, valid against the party named in the certificate to compel a transfer of such shares on the books of the company, while the same remained in his name thereon.

8. By the law, and by the statute of Connecticut passed 1849, such an assignment is not valid against any but those making it and their representatives, and such law operates upon all transfers of the stock of the company, whether in Connecticut or New York.

9. A transfer on the books of the company for value, to a *bona fide* holder, would pass to him the shares so transferred, although at the time the transferror had a certificate in his name outstanding for the same, which he did not surrender at the time of transfer.

10. The fact, that the owner had pledged the certificate to a third party, as security for money borrowed, without notice to the company thereof, would not affect such transfer, or the title of the transferree, to the stock so transferred.

11. A transfer by a person, who at the time held no shares on the books of the company, passed no title to any shares of stock in the company.

12. Such a tranfer conveys no title to stock subsequently acquired, and could not be made good by a transfer to the person making the same of subsequently acquired stock.

13. Stock received and transferred on the same day should, in equity, be considered as received before it was transferred, although the numbers of the transfer may be such as to make the transfer to him, unless it was proven that such transfer was made prior to the one by which the stock was assigned to the transferror.

14. The by-laws of the company, requiring a surrender of the certificate before making a transfer, is not binding on third persons so as to affect their rights or deprive them of their property.

15. Stock transferred under a power of attorney attached to a certificate, which power also contained an assignment of the shares, and authority to transfer the said shares, did not authorize the transfer of any shares acquired after the date of the power.

16. Such transfer could only operate to transfer stock held by the person named in the certificate, and power at the date of the power; and if such stock was previously transferred by him, no title would pass under the transfer of the attorney to any stock subsequently acquired by such person.

17. In the case of a certificate and power of attorney, held by the party to whom it was pledged without making a transfer on the books of the company, the same rule should be applied. Such certificate and power would entitle the holder to an equitable title to any valid stock held by the person named therein of the date of the power, if he continues to hold such stock to the present time; but if all the stock held by the party at the date thereof has been sold by him, then the certificate has ceased to be of any value and should be cancelled.

18. That the company having permitted R. & G. L. Schuyler to sell stock covered by certificates when there was stock standing to their credit sufficient to cover such certificates, is bound to make good such certificates to the extent of any shares owned by the company, within the capital stock of the company, and that the seventy-eight shares of the company unsold should be applied to the satisfaction of the oldest outstanding certificate of that character.

19. That the defendants who have received transfers of spurious stock by the acts of the transfer agent, or certificates of spurious stock from the transfer agent of the company, without knowledge or ground of suspicion of fraud or irregularity, and have advanced money thereon, are entitled to recover damages against the company in a proper action.

20. That defendants, who have been misled by the acts or negligence of the officers of the company, and have advanced money in consequence thereof, are entitled to recover damages against the company in a proper action.

21. That persons holding certificates of stock, valid when they were issued, accompanied by an assignment and power, on which they have advanced money, may recover damages against the company when such certificates have been rendered of no value by the allowance of transfers on the books of the company, without requiring the surrender of the certificates.

22. That such damages cannot be recovered in this action by way of counter claim.

That the following rules must be adopted, as to the separation of the stock:—

1. The certificates are to be rejected where a transfer of the stock or shares mentioned therein has been made on the books, and the certificates, with power attached, have ceased to be of value, where all the stock held by the party at the date thereof has been transferred.

2. That the transfers on the books of the company are to be held valid, even without the surrender of the certificate at the time of the transfer.

3. That transfers only convey the legal title to stock held by the party at the time of making the transfer.

4. That transfers made on the same day on which the stock is received are valid and convey the title, although the transfer to the party is entered in the transfer book, on a transfer of a prior number than that by which he received the stock, provided the date of both transfers is the same.

5. That transfers by power of attorney can only convey stock held by the party executing the power of attorney at the time of its execution, and in the absence of any other proof the date of the power must be taken as such time. If there is no date to the power and no proof of its execution, the date of the transfer by the attorney must govern.

6. If all the stock held at the date of the power has been transferred by the party giving the power, before the attorney makes the transfer, no stock would pass under such transfer, and the same is to be disregarded.

7. The same rule must be applied to outstanding certificates and powers, where no transfer has been made by the attorney, and where an equitable title exists in the holder of the same, and if all stock held by the party giving the power at the date thereof has been transferred, such power and certificate cease to be of any value, and no stock can be transferred thereby.

Here follows a list of the names of persons claiming stock, by transfers or otherwise, which is declared to be spurious, and amounts to 17,752 shares.

The following certificates of stock held by defendants, which were issued by R. Schuyler, transfer agent, in the name of R. & G. Schuyler, subsequent to October 18, 1853, and which were so issued fraudulently, there being no stock held by them at the time of giving such certificates, are declared to be void, and are ordered to be cancelled, and the holders thereof to be restrained by injunction in like manner as before directed, viz:—

Certificate No. 4,110, for one hundred and twelve shares, claimed by C. Sagory & Co., dated 10th November, 1853.

Certificate No. 4,163, for seventy-five shares, claimed by Jacob Surget, of November 40, 1853.

Certificate No. 4,448, for 100 shares, claimed by C. Sagory & Co., of 27th March, 1854.

Certificate No. 4,563, for 65 shares, claimed by Jas. G. King's Sons, of 19th April, 1854.

Certificate No. 4,936, for 20 shares, claimed by Jas. G. King's Sons, of 4th May, 1854.

Certificate No. 4,693, for 125 shares, claimed by Jas. G. King's Sons, of 16th May, 1854.

And the following certificates of stock, issued prior to October 18, 1853, for stock which was then held by R. & G. L. Schuyler, and were at the time certificates of good stock, and which were afterwards rendered of no value by the transfer of the same stock on the books of the company by R. & G. L. Schuyler, are declared to be of no value, and are ordered to be cancelled, and the holders thereof are to be restrained by injunction in like manner as before directed, viz:

Certificate No. 2,106, claimed by Carpenter & Vermilyea, for 50 shares, of the date of 2d April, 1851.

Certificate No. 2,737, claimed by Jacob Surget, for 110 shares, of the date of 18th October, 1851.

Certificate No. 3,447, claimed by Jas. G. King's Sons, for 100 shares, of the date of Oct. 7, 1852.

Certificate No. 3,534, claimed by Jacob Surget, for 110 shares, of the date of Dec. 11, 1852.

Certificate No. 3,724, claimed by C. Sagory & Co., for 160 shares, of the date of 13th May, 1853.

The following defendants, who have appeared and answered, have not been shown to be the holders of spurious stock. On the contrary, the stock held by them has been found good, according to the rules adopted by the court, and as to them judgment must be rendered in their favor, with costs:—R. H. Arkenburgh, Anna Maria Clarkson, A. B. Davis, John H. Dykers, Alfred S. Fraser, Lorenzo Hull, William H. King, John M. Knox, George M. Mead, Wm. H. Rogers, A. D. Wyckoff, Rush Tuller, J. H. Whitson, and Charles Wright.

The defendants, Duncan, Sherman & Co., having disclaimed any title to the stock standing in their name, and disclosed the name of the owner, no judgment can be rendered as to them, and the complaint as against them is dismissed, with costs.

As to the costs of the other parties, plaintiffs and defendants, no costs are awarded to either but the judgment, as far as rendered in favor of the plaintiffs, is without costs.

Journal of Railroad Law.

INCORPORATION OF COMPANIES; APPROXIMATE ESTIMATE OF LENGTH OF ROAD, MADE WITHOUT ACTUAL SURVEY, ONLY REQUIRED IN THE ARTICLES OF ASSOCIATION, BY LAWS OF NEW YORK.

The Buffalo and Pittsburg Railroad Company sued one Hatch to recover the amount of a subscription made by him to the capital stock of their corporation. Hatch put in the defence that their company was not duly incorporated, and he was consequently freed from his obligation to pay his subscription.

The case was tried in the Superior Court of the City of Buffalo without a jury. The plaintiffs produced a copy of their articles of association, and of an affidavit thereto attached, purporting to have been sworn and subscribed to on the 12th day of October, 1852; and immediately following the copy of an indorsement, or addition, by the then Deputy Secretary of State, that the paper was recorded October 13, 1852, compared and found to agree with the original articles of association, and affidavit attached. The defendant objected that the affidavit did not show that $1,000 per mile had been paid in in good faith, and that it did not state that ten per cent. upon the subscription had been paid in good faith to the directors.

A judgment was rendered in favor of the plaintiff; the defendant carried the case to the General Term of the Court, where the judgment was affirmed, and from this judgment he appealed to

the Court of Appeals, which Court again affirmed the judgment in favor of the plaintiffs. The following is the opinion.

GROVER, J.—Chapter 140, of laws of 1850, provides for the formation of companies, for constructing and operating railroads, and the incorporation of the same. Section 1st, of the act provides what the articles of association shall contain; and among other things provides that the length of the road as near as may be, shall be therein stated. The articles in this case, in addition to stating the termini of the road and the counties through or into which the same is to be constructed, state that it is about seventy-five miles long. It will be seen that the precise length is not required to be stated; but only the length as near as may be. The act contemplates the formation of the company before the route is surveyed and the length accurately known. As near an approximation to the length as may be, in the absence of a survey is all that is required by the language or intent of the act. The articles state that the capital stock of the company shall consist of $750,000, to be divided in seven thousand five hundred shares. If right in the conclusion that an estimate of the distance, as nearly accurately as practicable without a survey, is sufficient, then the articles do show that the capital stock of the company is $10,000 per mile of the road specified in the articles, and is a compliance with the statute in this respect.

The objection that the affidavit does not show that $1,000 per mile had been paid in good faith is untenable, there being no such requirement in the statute.

This objection was probably intended to raise the point that the affidavit did not show that $1,000 per mile had been in good faith subscribed and ten per cent. on the subscriptions paid. The affidavit states that $84,100 has been in good faith subscribed to the capital stock of said company. This exceeds $1,000 per mile upon the length of the road as stated in the articles. The distance stated in the articles controls for all purposes of the formation of the company, and in this case is to be regarded as seventy-five miles, that being the distance as near as could be ascertained. In an action by the corporation, evidence that the length of the road, in fact, differs from that stated in the articles is not admissible to defeat the action, whether the difference arose from fraud or mistake. The corporation is formed by filing and recording the articles of association and affidavit to the Secretary of State. In actions by or against the corporation, its corporate character is to be determined from those papers. In a proceeding instituted by the public to dissolve the corporation, an inquiry into the true length of the road for the purpose of showing fraud would be competent.

It was also insisted by the defendants' counsel that the affidavit did not state that ten per cent. upon the subscription had been paid in good faith to the directors named in the articles, or to whom it was paid. The requisites of the affidavit to be indorsed upon, or attached to, the articles are prescribed by the second section of the act. That section provides that the articles of association shall not be filed and recorded in the office of the Secretary of State until at least $1,000 of stock for every mile of railroad proposed to be made, is subscribed thereto, and ten per cent. paid thereon in good faith to the directors named in said articles of association; nor until there is endorsed thereon or annexed thereto an affidavit, made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed and ten per cent. paid in cash thereon as aforesaid. The affidavit must show, not only that the amount of stock required has been subscribed in good faith, but also that ten per cent. has been paid thereon in good faith and in cash to the directors named in the articles. This is the plain meaning of the language used in the statute. The affidavit in this case states that $84,100 has been in good faith subscribed to the capital stock of said company, and that ten per cent. has been paid in cash on said subscriptions. The act plainly shows that none but the directors can receive payment upon the preliminary subscriptions previous to the filing of the articles with the Secretary of State. Delivering money to any other persons would not be payment upon the stock. When, therefore, the affidavit states that ten per cent. has been paid upon the subscription in cash, it necessarily implies that the money has been paid to the directors named in the articles. If it has not been so paid the affidavit is false, and perjury may be assigned upon it. It would be no defence to show that the money had been delivered to any other person than a director or an authorized agent.

The affidavit also necessarily implies that the payment has been made in good faith; that the money has been delivered by the subscribers to apply as payment upon the subscription; and that the title to the money will vest in the directors as trustees of the corporation, when the papers are filed and recorded by the Secretary of State. This is a payment in good faith, and all that is required by the statute. Anything short of such a payment will not satisfy the language of the affidavit.

There is nothing in the idea that promises of future favor may have been made to the subscribers by the directors. Such promises if made are a nullity, and would not vitiate the payment. The Legislature intended to facilitate the formation of companies designing in good faith to construct and operate railroads, and to prevent the incorporation of fraudulent companies having no capital or means to prosecute such works. With this view, the Secretary is forbidden to file and record articles unless the affidavit shows that there has been a *bona fide* subscription of $1,000 per mile, and ten per cent in cash paid in good faith to the directors. The affidavit in this case proves these facts, whether the public interest requires further restrictions is a question for the Legislature.

The third section provides that a copy of the articles of association, filed and recorded in pursuance of the act, or of the record thereof, with a copy of the affidavit indorsed thereon or annexed thereto, and certified to be a copy by the Secretary of State, or his deputy, shall be presumptive evidence of the incorporation of such company and of the facts therein stated. The certificate is evidence of the filing and recording, and of the time when these acts were done. The certificate in this case shows that the articles were filed and recorded before the commencement of the action. Whether the defendant became a subscriber for the stock before or after the filing is not material. He is liable to pay in either event. The judgment should be affirmed.

The Coinage.

There are some singular and striking facts in the recent report of the Directors of the Mint which claim consideration. The total coinage at the Mint and five Branches, from the year 1793, to 30th June, 1850, was $689,189,674 and 95 cents, viz:

Gold	$564,960,722 63
Silver	122,025,138 77
Copper	2,203,813 55
Total	$689,189,674 95

This coinage (including bars) has been effected as follows: Sixteen per cent. at Philadelphia, fifteen per cent. at San Francisco, over twelve per cent. at New York, and smaller sums at other places,

	Pieces.	Value.	Per Cent.
New Orleans	89,330,345	$67,434,411.47	9.80
Philadelphia	633,805,010	417,872,851.10	60.50
San Francisco	7,357,964	105,567,313.74	15.40
New York	27,789	87,479,238.64	12.76
Dahlonega, Ga.	1,352,464	5,991,496.00	.84
Charlotte, N. C.	1,162,364	4,854,364.00	.70
Total 66 years	733,035,936	$689,189,674.95	100.00

In twenty-one years the coinage at Dahlonega, Ga., was $5,991,496, an average of $300,000 per year; but since 1854 this has become less, and in 1857 was only $32,906; in 1858, $100,167, and in 1859, $65,582. Yet to maintain this Branch the annual expenses are over $10,000, or about twelve per cent. of coinage—an expense which would seem, under the new circumstances of the country, quite superfluous.

The same remark applies to Charlotte, N. C. The total coinage since its commencement in 1838, has been $4,844,364, or an average of about $240,000 a year; but for three years past the total was $460,000, or an aggregate of $153,000 annually. This is done at an expense to the Government of over $10,000 per year. Every dollar carried there costs the Government over ten per cent. for coinage only.

Instead of spending this $23,000 annually at two Branches, how much better would it be to transport this $200,000 of gold dust to Philadelphia, at a gross charge of say one thousand dollars, and thus save the Government about twenty-two thousand dollars annually.

Another prominent feature of the Report is the great increase in the production and coinage of silver since the California mines were discovered. Thus the total coinage of silver from the year 1793 to 1850, (fifty-seven years) was $75,581,464; while from 1850 to 1859 it was $46,443,674; a total of $122,025,138. The largest silver coinage in any one year, in the United States, up to 1849, was $3,606,100 (year 1836), and the total for ten years up to 1849 $22,223,733, or a yearly average slightly exceeding $2,200,000.

Since the year 1853 the coinage of silver has exceeded forty-one millions of dollars, of which $3,290,168 was silver of domestic production.

The production of gold in the several States, since the commencement of the coinage, has been as follows;

California	$451,310,840 26
Georgia	6,800,879 82
North Carolina	8,044,409 39
Virginia	1,525,515 50
South Carolina	1,280,604 87
Alabama	196,758 54
Tennessee	80,810 87
Oregon	69,292 00
New Mexico	48,672 00
Kansas	4,171 70
Other States	79,224 00
Total Domestic Gold	$470,341,478 46

This large sum has been coined at the following points—the first column representing the coinage

of American gold only; the other of both American and foreign gold, silver and copper.

Philadelphia	$238,305,639.48	$417,872,851.10
San Francisco...	106,641,697.73	105,567,313.74
New Orleans....	22,294,827.91	67,434,411.47
Charlotte, N. C..	4,868,525.67	4,844,364.00
Dahlonega, Ga...	5,988,635.60	5,991,495.00
Assay Office N.Y.	92,242,151.98	87,479,247.64
Total	$470,341,478.46	$689,189,674.95

It is now proposed to establish at New York a Branch Mint, with powers similar to that at Philadelphia.

Norris Engines for the Sunbury and Erie Railroad.

R. Norris & Sons, engine builders of this city, whose spacious shops and unequalled tools are the admiration of mechanical engineers, on Tuesday last forwarded two new locomotives to Sunbury, built to the order of the Sunbury and Erie Railroad Company, who on the first of July will begin to operate their road with their own motive-power. The same firm previously supplied the same Company with engines for the western division of their road.

The two engines last sent forward bore the numbers "7" and "8" and the names "Bald Eagle" and "Enterprise."

By the way, in a glance into the tabular statement of the locomotives used on the Pittsburg, Fort Wayne and Chicago Railroad, a few days ago, we observed that *thirty-two* were built in the shops of R. Norris & Sons.

The engines of this celebrated firm are to be found running upon iron tracks in all parts of the country traversed by railroads, and those turned out at recent date and with latest improvements, are among the very best locomotives to be found anywhere.—*Philad. Mining Register.*

Will the Coal Fields Hold Out?

When we look at the enormous amount of coal now annually consumed, especially when we observe the ratio in which that consumption has increased within the last third of a century, and reflect on the certainty that, at every stadium of human progress in population, arts and general culture, that increase must go on at an accelerating ratio, the question inevitably presents itself —will the coal fields hold out?

The produce of the American fields during the year 1859 has been computed at 9,000,000 of tons. The entire produce of the coal fields of the world is estimated at the same time at 100,000,000. These figures are startling enough. But when we recollect the rapidity with which they have been reached from comparatively small amounts the vista they disclose is incomparably more so.

The British coal trade has heretofore doubled itself in about twenty-four years. This, however, is a slow rate of advance compared with that which has been made in our own trade. We take the produce of the anthracite mines of Pennsylvania, as it is exhibited in the tables of Professor Rogers, as an example. In thirty-eight years, from 1820 to 1858, it advanced at the rate of 184,000 tons per annum, and from 1839 to 1849, the produce doubled itself in each five years, while it has again doubled itself in eight years.

We have seen that the American coal trade began in 1820 with 350 tons, and had reached, in 1859, 9,000,000!

And then, with the increase of health and the consequent increase of wants; with the constantly multiplying applications and uses of coal in the arts; with the opening of new mines of the various metals, all of which must be worked by the abundant consumption of coal; with the rapid exhaustion of what remains of the forests; with the progressive exploration and civilization of non-coal-producing countries, and the growing demand for closer connection and more frequent intercourse between remote nations, it is difficult to predict or conceive the extent which the use of mineral fuel may reach in the next twenty-five years.

Gradually but rapidly coal has for the last generation been establishing itself as the universal motor of the social mechanism. It warms and lights our houses, cooks our food, spins, weaves, dyes and washes our clothes, illuminates our streets, bears our letters and ourselves swiftly over land and sea, makes our paper, prints our books and journals—in a word, what does it not do for us? What movement, in the vast and complicated machinery of modern society is not dependant on coal? Should this motive force be now or at any future time withdrawn, what would be the effect on the world?—Locomotion and the transmission of letters would instantly return to the rates of fifty years ago. Our ocean and river steamers would speedily be rotting at our wharves, and our rail cars stand motionless and useless on their tracks, for all the accessible forests would speedily disappear under the immense demand. New Orleans would again be a fortnight from New York, England a month from America, and California be almost lost sight of. Here and there the dim light of an oil-fed lamp would twinkle through the streets as of old, instead of the brilliant and abundant light afforded by gas. Books and newspapers would forthwith rise to a cost entirely beyond the reach of the million. Even that primary element of home comfort, and in fact of all cultivated and pleasurable existence—warmth—would be wholly unattainable by the great mass of mankind, and before long beyond the reach of all. As for that extensive system of enlightened and benevolent effort by which the Scriptures and all the blessings of Christian civilization are in the process of rapid diffusion among distant and barbarous nations, what would become of that if the facilities of communication and of the rapid and cheap multiplication of books, which are wholly dependent on coal-fed steam, were withdrawn? Every interest of society and of humanity would undergo a disastrous revolution. The lack of coal would operate like a paralysis on all human energy.

That one hundred millions of tons have been taken annually out of the mines, with the certainty, judging from the past, that the amount will be doubled and trebled and still go on to increase as time and the world advance, is a startling fact to contemplate. Will the mines stand the immense drain? Will the coal fields hold out?

Science started this inquiry about the beginning of this century, and gave an unpropitious and alarming answer to it. Eminent geologers, however, gave some comfort to mankind by gradually postponing the period of exhaustion. Mr. Bailey predicted the supply of the Dunham and Northumberland coal fields would only last two hundred years. Dr. McNab named three hundred and seventy-five years. Dr. Buckland conceded four hundred years. Professor Thompson extended the period to one thousand years. Mr. Hugh Taylor (more liberal than previous calculators) granted seventeen hundred and twenty-seven years.

There are men now living in Philadelphia who remember the panic once created there by the announcement that the workmen had reached the bottom of the Mauch Chunk coal mine. The stock of the Lehigh Coal and Navigation Company fell twenty per cent., and gloomy presentiments filled the general mind. These apprehensions were caused by ignorance of the nature of the coal formation, which, unlike other mines, occur in strata or seams, and the hope of abundant supply lies in the extent rather than the thickness of these seams. In the great Northern or Newcastle field in England there are about fifty-seven different seams of coal. These vary in thickness from one inch to six feet, and they form an aggregate of about seventy-six feet of coal. The average thickness of the great coal fields of the world varies from ten to sixty feet. That a coal bed should be worked through in no long time was of course to be expected, and was no just ground of alarm.

These scientific predictions and popular fears about the exhaustion of coal may now be examined under the light of wider explorations, more exact surveys, and better knowledge of the structure of the coal deposits.

The following is a table of the areas and solid contents of the coal fields in the principal countries of the world as given by Professor Rogers in his admirable "Description of the Coal Fields of North America and Great Britain," annexed to the "Government Survey of the Geology of Pennsylvania":

	Square miles of coal area.	Total square miles.
United States	196,650	204,180
British Provinces of N. A.	7,530	
Great Britain	5,400	8,964
The rest of Europe	3,564	

The estimated quantities of coal in the principal countries are as follows:

	Tons.
Belgium	36,000,000,000
France	59,000,000,000
British Islands	190,000,000,000
Pennsylvania	316,400,000,000
Great Appalachian coal field, (this name is given to the bituminous coal field which extends through parts of Pennsylvania, Ohio, Kentucky, Tennessee and Virginia)	1,387,500,000,000
Indiana, Illinois & Western K'y.	1,227,500,000,000
Missouri and Arkansas Basin	739,000,000,000
All the productive coal fields of North America	4,000,000,000,000

A survey of these figures will serve to tranquillize any immediate apprehensions of a short supply of coal. It will be seen that at the present rate of consumption, 100,000,000 of tons per annum, the coal fields of Pennsylvania alone would meet the demand for 3,164 years. If the consumption were doubled, viz: 200,000,000 of tons, the Great Appalachian field would meet the strain for 6,937½ years. If it were quadrupled, viz: 400,000,000, the productive coal fields of North America would suffice for the world's supply for 10,000 years to come.

To this we must add the consideration that new coal fields are brought to light as exploration becomes more extensive and exact. Dr. Nordenskion, a learned Flemish traveler, who has just returned from a visit to the Arctic regions, announces that he discovered anthracite coal as far north as Spitzbergen. One of the most remarkable features of the coal system of the globe is its liberal distribution over the northern hemisphere, where it is most needed. And it will probably be found in the still unexplored regions of Central and Northern Asia that the same divine forethought and beneficence which provided this inestimable element of human comfort and progress on such an amazing scale of munificence for the people of our own continent have been equally mindful of those of Asia.

The Hoosaic (Mass.) Tunnel.

The distance to be cut through the mountain for the Hoosaic Tunnel is four miles and a half, and the material to be cut through is hard mica slate, intermingled with quartz. The height of the tunnel is to be eighteen feet, its width fourteen.

The work gets on slowly; the rate of advance is only two and a half feet a day. On the 31st May the workmen had reached just 1,683 feet into the mountain, from the east end. The distance made on the west side is about 800 feet. Three miles and a half of solid rock yet lie between the workmen on the east side and those on the west side! As the work is now done by blasting, (not boring,) it will require at least ten or twelve years to finish the tunnel, unless some new and more perfect machine for boring is brought to bear on the work. There are now eighty workmen engaged, night and day, working in gangs, eight hours each at a time,

The distance between the highest point of the mountain and the tunnel below, when finished, is not less than two thousand feet.

Minnesota and Pacific Railroad.

The railroad warfare has just commenced with renewed vigor and increased bitterness. Early in May last Gov. Ramsey gave public notice by advertisement, according to the law approved March 6, 1860, that on the 23d day of June, 1860, he would sell, at public auction, at the Capitol in St. Paul, the property, franchise, &c., of the Minnesota and Pacific Railroad Company.

On Wednesday last an injunction, issued from the District Court, Second Judical District, by Judge Palmer, in a suit wherein James M. Winslow is Plaintiff, and Alex. Ramsey, the Minnesota and Pacific Railroad Company, and the Trustees of said Company are defendants, was served on Gov. Ramsey by Deputy-Sheriff Miller, by which injunction Gov. Ramsey was expressly directed to refrain from selling under the notice given by him. A similar injunction was served on the Attorney General.

At the time appointed (Saturday, June 23d), Benjamin W. Brunson, as auctioneer, commenced reading the notice of sale of the Minnesota and Pacific Railroad Company at the Capitol, in presence of some forty or fifty persons there assembled. At the close of his reading George A. Nourse, counsel for James W. Winslow (plaintiff in the suit we have mentioned), stepped to the side of the auctioneer, and announced to those present the fact of the pending suit, and of the injunction served upon Gov. Ramsey, that no one might purchase without knowledge thereof. The auctioneer then offered the property for sale, upon which he also was served with an injunction at the hands of that indefatigable Deputy Sheriff Miller. Mr. Brunson hesitated a little, but being directed to "go on" by "Bluff Aleck," stated that he sold the property by order of the Governor of the State. He then called for bids. Gov. Ramsey, "in behalf of the State of Minnesota," bid $1,000. After dwelling on the bid just two minutes, the property, franchise, &c., of the Company, were declared sold for that sum to the State.—*St. Paul Pioneer and Democrat.*

Charleston and Savannah Railroad.

We learn from the Savannah *Republican* that the grading of this road was completed on the 25th ult., and that the contractors, Messrs. McDowell & Callahan, have transferred their entire force to the main trunk road.

Macon and Augusta Railroad.

The Warrenton *Clipper* says that the right of way for this road for most of the distance between Macon and the Ogeechee river has been secured at a nominal rate—the exception being through small portions of two plantations, the owners of which will probably be as liberal as have been their neighbors.

New Railroad Enterprise in Mexico.

A project is on foot for the construction of a new railroad from the city of Vera Cruz to the neighboring village of Medellin. Manuel Escandon, the wealthy capitalist, and Gov. Zamora, of Vera Cruz, are at the head of it. The first is interested in it as the beginning of his long cherished enterprise of a railroad from the Gulf coast to the capital; the latter, as a much desired work of local improvement.—*N. O. Picayune.*

Marietta and Cincinnati Railroad.

We are informed that the Ross County Court, now in session at Chillicothe, has extended the time when the creditors of the Marietta and Cincinnati Railroad are to file their claims from the first Monday in July to the first Monday in October next.—*Cin. Gaz.*

Phillipsburg and Waterford Railroad.

A meeting of the Commissioners of this road was held in Clarion, on the 15th ult., at which it was resolved to call a meeting of the citizens of Clarion, to raise a sufficient sum to survey the balance of the route. The funds are ready, and the route is believed to be practicable.—*Pittsburg Post.*

☞ *The Chicago Press* of the 28th ult., says: "We notice that Judge Dillon has granted a peremptory mandamus requiring the officers of Jones County, Iowa, to levy and collect a tax to pay the interest on their bonds. This is as it should be, and we are glad to know that Judge Dillon has added his testimony to that of other courts all over the land, against the suicidal policy sought to be pursued to some counties in trying to defraud their creditors."

Wheeling Bridge.

At a recent meeting of the directors of the Pittsburg and Steubenville Railroad Company at Wheeling, it was determined to make the necessary surveys for the contemplated railroad bridge at Wheeling. The building of this bridge was one of conditions upon which the right of way across the Pan Handel was granted to the road.

Railroad Earnings.

The receipts of the Pittsburg and Cornellsville, Railroad, for the seven months ending the 1st of June, were $44,745 45, against $31,228 10 for the corresponding seven months of the previous year.

The earnings of the Troy and Boston Railroad for the month of May foot up	$26,842 20
Same months last year	23,181 98
Increase	$3,660 22

The earnings of the Philadelphia, Wilmington and Baltimore Railroad for May, 1860 and 1859, were:

May, 1860	$98,161 31
May, 1859	90,383 50
Increase	$7,772 81

The receipts of the Grand Trunk Railway of Canada, for the week ending June 16th, 1860, were	$54,105 50
Corresponding week, 1859	37,301 16
Increase	$16,804 34
Total traffic from July 1, 1859	$2,807,285 70
Do. for same period last y..	2,188,419 22
Increase	$618,866 48

The earnings of the Watertown and Rome Rail road for May were:

EARNINGS.	1859.	1860.
From Passengers	$11,288 25	$10,056 94
" Freight	18,800 78	18,534 78
" Mails	1,296 44	2,862 06
Total	$31,385 47	$31,453 78
EXPENSES.		
Maintaining road	$5,465 62	$9,063 65
Repairs of machinery	6,334 02	2,283 07
Operating road	8,944 86	7,116 18
Overcharges refunded	11 84	14 95
Total	$20,775 84	$18,478 85
Net	10,629 63	$12,974 93

Increase, $2,345 30, or a little over 22 per cent.

The report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad to May shows as follows:

Gross earnings during May		$14,504 23
Capital expenses	$18 64	
Ordinary expenses	11,996 74	
Extraordinary expenses	1,835 95	
		13,346 33
Difference		$1,157 90
Cash receipts from all sources		$13,766 76
Disbursements		13,743 53
Difference		$23 23

Debts and liabilities contracted by the Receiver and remaining unpaid, May 31, 1860	$15,756 80
Debts and liabilities due the road, which have accrued during the present receivership	13,613 26

The receipts of the Memphis and Charleston Railroad for May, 1860, were:

Passengers	$78,536 82
Freight	34,386 00
Mail	4,597 91
Express, etc.	2,067 10
Total	$119,587 83
Expenses	69,569 34
Net receipts	$50,018 48
Total receipts, May, 1859	$89,353 57
" expenses, " "	49,191 83
Net earnings for May, 1859	40,161 74
Increased earnings for May, 1860	$9,856 74

The report of Mr. Alsop, covering the operations of the Ohio and Mississippi road, for the month of May, was as follows:

RECEIPTS.	
Balance on hand May 1st	$28,829 01
Received on account of mail for quarter ending March 31st	1,554 40
On account of passenger and freight prior to May 1st	7,506 91
On account of express prior to May 1st	2,812 50
On account of passenger and freight business during month of May	68,331 26
Of foreign roads, on charges account, net	3,064 21
From other sources	2,200 00
	$114,298 79
DISBURSEMENTS.	
Paid on account of April expenses in operating the road	$53,095 69
On account of arrearages prior to April	886 01
On account of May current expenses	4,348 08
Sunday office expenses	574 03
Interest and discount	591 76
On account of first-mortgage bonds of interest	20,265 00
Charges advanced to foreign roads	3,489 60
	$93,250 14
Balance carried to June account	21,048 65
	$114,298 79

The receipts of the Grand Trunk Railway of Canada for the week ending June 23, were	$53,091 78
Week ending June 25, 1859	39,662 78
Increase	$13,429 00
Total traffic from July 1st, 1859	$2,860,377 49
Same period last year	2,228,082 00
Increase	$632,295 49

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending July 2, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	86¼	and int.
Covington and Lexington, 1st Mortgage	6s	72	"
Do. do. 1st do.	7s	80	"
" " " 2d "	7s	72½	"
Ohio & Miss., E. D., Construction	7s	16	
Indianap. & Cincinnati, 1st Mortgage	7s	80	
" " 2d do.	7s	75	
Cinc., Ham. and Dayton, 2d Mortgage	7s	85	and int
" " " 1st "	7s	96	"
Dayton and Western, 1st Mortgage	7s	60	
" " 2d "	7s	45	
City of Cincinnati, Railroad	6s	85	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 75
Columbus and Xenia	83
Indianapolis & Cincinnati	44
Little Miami	83½
Ohio and Miss. R. R. Trustees Certif.	10
Farmers' Bank of Ky.	125
Ohio and Mississippi	1

Railroads of the State of New York.

(Continued from p. 557.)

Corporate Titles of Companies.	Capital.				Cost of Road and Equipm't.	Length of Road.	Gross Earnings.				Operating and Repairs.	Earnings less Expenses.	Dividends.	
	Share Capital.	Bonded Debt.	Floating Debt.	Total.			Passenger.	Freight.	Mails, etc.	Total.			Amount.	Rate.
1854.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
New York and Harlem	5,716,050	2,714,201	813,393	9,243,644	8,127,388	132.87	520,680	337,311	84,403	942,394	787,540	154,854	72,319	2
Saratoga and Schenectady	300,000	114,000	.....	414,000	478,590	21.50	.....	.....	.....	.....	.....	28,478	15,000	5
Rensselaer and Saratoga	610,000	140,000	.....	750,000	888,183	25.22	141,614	71,244	18,490	231,348	183,500	47,848	30,470	5
Brooklyn and Jamaica	284,000	85,000	.....	369,000	369,000	11.00	.....	.....	.....	... ...	.....	33,333	22,720	8
Buffalo and Niagara Falls	564,116	55,090	.....	619,116	720,905	22.00	.....	.....	.....	.....	.....	.....	49,600	8
Long Island	1,875,148	628,833	16,126	2,515,107	2,518,261	86.50	187,671	85,177	6,672	279,520	210,354	69,166	*nil.*	*nil.*
Hudson and Berkshire	425,000	325,000	52,000	802,000	824,331	31.50	.....	.....	.....	.....	.....	.....	"	"
New York and Erie	10,123,959	22,601,000	2,525,669	35,150,628	33,439,431	465.00	1,743,380	3,369,590	246,989	5,359,959	2,806,027	2,553,922	700,605	7
Albany and West Stockbridge	1,000,000	.....	930,895	1,930,895	1,930,895	38.00	.....	.....	.....	.....	.....	125,854	60,000	6
Cayuga and Susquehanna	687,000	500,000	31,318	1,218,318	1,093,624	34.61	25,242	64,374	31,233	120,849	77,774	43,075	*nil.*	*nil.*
Troy and Greenbush	274,100	.....	.....	274,400	274,400	6.00	36,449	49,982	4,314	90,745	89,024	1,721	"	"
Oswego and Syracuse	374,920	196,500	23,094	594,514	677,756	35.91	66,924	36,912	3,228	107,064	53,384	53,680	"	"
Saratoga and Washington	899,900	940,000	113,234	1,953,134	1,891,993	47.52	115,813	59,369	8,777	183,959	161,502	22,457	"	"
Chemung	380,000	70,000	.....	450,000	450,000	17.36	.....	.....	.....	.....	.....	36,000	30,400	8
Hudson River	3,757,892	8,006,485	927,369	12,691,696	12,391,363	144.00	1,237,307	464,145	52,534	1,753,986	1,298,818	455,168	*nil.*	*nil.*
Northern	1,611,527	4,095,000	427,414	6,133,940	5,485,565	118.00	128,800	440,144	30,041	598,985	416,254	177,731	"	"
Watertown and Rome	1,370,378	509,000	300,000	2,179,378	2,040,543	96.76	154,637	222,796	13,544	390,977	219,758	171,219	67,994	5
Blossburg and Corning	250,000	245,000	.....	495,000	495,000	14.81	.....	.....	.....	.....	.....	16,076	*nil.*	*nil.*
Buffalo and State Line	1,300,000	1,000,000	30,000	2,330,000	2,343,850	68.34	332,992	160,951	13,675	507,618	242,764	264,854	120,000	10
Canandaigua and Elmira	432,096	800,000	98,584	1,330,680	1,269,928	46.84	98,599	68,385	3,425	170,409	149,748	20,661	*nil.*	*nil.*
Canandaigua and Niagara Falls	1,196,619	1,750,000	258,759	3,205,378	2,634,314	98.60	60,000	40,000	20,000	120,000	80,000	40,000	"	"
Albany Northern	439,005	1,200,000	100,000	1,739,005	1,739,005	32.95	.....	.....	.....	.....	.....	.....	"	"
Buffalo, Corning and New York	1,482,766	1,360,500	41,744	2,885,010	2,579,963	100.00	62,071	55,176	5,900	123,147	72,395	50,752	"	"
Buffalo and New York City	798,439	1,720,000	867,849	3,386,288	3,401,868	91.50	128,943	116,853	8,974	254,770	202,820	51,950	"	"
Plattsburg and Montreal	174,042	131,000	66,646	371,688	371,688	28.17	.....	.....	.....	.....	.....	.....	"	"
Troy and Bennington	74,250	143,700	31,424	249,374	247,091	5.38	.....	.....	.....	.....	.....	15,821	4,653	6
Troy and Boston	439,493	493,500	235,757	1,168,750	1,107,874	27.23	76,250	70,895	5,413	152,648	92,321	60,327	*nil.*	*nil.*
Troy and Rutland	249,939	100,000	30,879	380,515	344,188	17.27	.....	.....	.....	.....	.....	16,000	"	"
Union (Ramapo)	50,000	.....	.....	50,000	50,000	9.25	.....	.....	.....	.....	.....	3,500	3,500	7
Flushing	120,000	160,000	25,000	305,000	289,168	7.80	8,808	59	84	8,951	6,690	2,261	*nil.*	*nil.*
Hicksville and Cold Spring	24,270	13,427	7,082	44,779	44,779	4.00	.....	.....	.....	.....	.....	3,134	1,699	7
Potsdam and Watertown	315,785	90,000	60,000	465,785	461,495	7.50	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Rochester and Lake Ontario	167,485	250,000	56,810	474,295	389,211	18.50	3,376	5,876	1,174	10,426	11,620	*loss.*	"	"
Sacketts Harbor and Ellisburg	150,000	.....	.....	150,000	151,781	6.88	.....	.....	.....	.....	.....	12,000	12,000	8
Second Avenue	242,900	184,500	72,818	500,218	327,557	8.00	125,900	.....	.....	125,900	103,834	22,066	6,300	2½
Sixth Avenue	750,000	4,780	15,780	770,560	774,560	3.75	248,861	.....	.....	248,861	184,845	64,016	*nil.*	*nil.*
New York Central	23,067,415	11,947,121	110,700	35,125,236	25,907,874	562.75	3,151,514	2,479,820	287,000	5,918,334	3,088,041	2,830,293	1,125,505	5
Rochester and Genesee Valley	511,091	5,000	.....	516,091	562,658	18.45	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Syracuse and Binghamton	731,614	914,500	204,252	1,850,366	1,636,117	71.00	.....	.....	.....	.....	.....	.....	"	"
Troy Union	3,000	680,000	.....	683,000	693,087	2.14	.....	.....	24,501	24,501	24,501	.....	"	"
Black River and Utica	464,869	46,000	57,040	567,909	565,233	7.46	.....	.....	.....	.....	.....	.....	"	"
Brooklyn City	577,125	.....	199,170	776,295	569,183	13.67	89,198	.....	.....	89,198	89,198	.....	"	"
Niagara Falls and Lake Ontario	188,620	200,000	20,981	389,601	376,147	13.15	.....	.....	.....	.....	.....	.....	"	"
Total	64,354,913	63,404,997	9,740,896	137,500,806	123,052,267	2,623.94	8,740,029	8,190,149	870,371	17,909,549	10,663,712	7,448,217	2,322,765	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years endit	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*		539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991		335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549		1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*		....	....	....	....	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
6 Dec. '59	—	—	....	296.8	—	—	—	*North East and South West*	728,000	*		105,760	.....	.....	.....	.....	.....	.....	.....	.....	....
-- -- --	—	—	....	28.1	—	—	—	Tennessee and Ala. Central	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	....
								ARKANSAS.													
-- -- --	—	—	....	301.4	—	—	—	Cairo and Fulton	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949	.....	.....	.....	.....	.....	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*		791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773		279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '58	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,278	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*		1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	.....	New Haven and Northampton	1,400,000	*		922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547		3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	316,832	8	....
31 Mar. '58	59.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,245,406	176,792		2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*		252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	....	45.1	...	...	.....	*Florida and Alabama*	292,291	*		317,847	154,000	70,620	543,237	.....	.....	.....	.....	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,008		205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....		.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*		1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....		.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*		733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*		151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*		1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534		669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373		1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*		2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*		built and	own'd by	State.	—	138.0	.....	882,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....		3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	74
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	....	75.0	—	—	—	Chicago and Northwestern	.....	.....		4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,497,846	629,029	—	70½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*		—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	63
-- -- '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*		1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799		10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	62½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	143.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,686	*		1,780,295	3,292,403	.....	.....	143.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....		.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*		800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....		.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487		3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....		.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	22	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,698	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*		1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*		1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,164	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*		752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*		516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	289.0	8	8	86	Dubuque and Pacific	1,579,968	166,823		838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....		245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499		921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*		548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*		.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024		1,582,160	2,930,000	337,532	4,375,903	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*		sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—		694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300		514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750		741,069	496,519	8,007	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154		2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....		.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*		.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*		.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291		1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	80	19	264	*N. O. Jackson and Gr. Northern*	5,639,562	613,613		4,437,990	2,817,000	188,685	9,147,852	206.0	.....	768,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*		882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,528	1,763,738	.....	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	.....	.....	.....	23.0	.....	.....	.....	Penobscot	308,413	.....	.....	180,000	143,678	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,206	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	96½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	77½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	19
								MASSACHUSETTS.														
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	106½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860,119	394,475	8	110½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,284	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,499	120.7	426,161	693,409	325,805	—	83
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	665	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,303	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	.....	.....	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	232,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302	.....	.....	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32.480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	103
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....	.....	448,700	.....	.....	451,000	ope	r. by Ho	usatun.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	.....	.....	.....	Troy and Greenfield	478,048	.....	.....	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	19
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59½
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,036	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,543,411	329.0	.....	2,417,915	886,697	—	47½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....	.....	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....	.....	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.5	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,390	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....	.....	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....	.....	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....	.....	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	85,577	8	101½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.9	268,657	353,101	187,136	4	52
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	138,888	.....	76.0	.....	299,605	127,241	—	.....
30 Nov. '59	63.9	32.8	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	2,186,000	175,000	5,580,981	64.0	488,871	870,964	520,672	10	120
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	16	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295		3,749,000	138,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	133
30 Nov. '59	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	16,400	8	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	18.0	—	.....	47.0	—	—	—	West Jersey	280,278	.....	.....	216,794	.....	56,582	.....	.....	.....	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '59	32.0	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
31 Dec. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	.....	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	47½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	81½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	18½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	164,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	732,114	—	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	164,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	—	—	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	—	—	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,989,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	—	—	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,118,639	575,159	7	92½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	208.5	646,413	772,093	332,093	4	8½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	39½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	—	—	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,116,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	85½
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	.....	.....	—	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b. Buf	& S. L.	.....	10	—
31 Aug. '59	36.9	18.6	21.9	—	.....	.....	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,396	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	388.0	.....	5,362,355	2,231,617	—	76½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	—	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	40½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
30 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	8.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85.932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,143,920	.....	.....	191,970	96,306	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,500,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,789	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	64½
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	60,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	45	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	54
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,065,328	5,692,471	96.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	749,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,309	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,020,000	48.7	.....	1,925,444	1,860,180	15	124½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1860	----
A'abama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
A'abama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
A'bany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'60–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	87
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,600,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill'l. Tr. 1st Mort.	400,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	281,000	8	1863	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	98
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	74
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connecti't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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----------	----------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	---	------	----
2d Mortgage	----------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	100½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	†	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1850	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	1881	72½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	91
Construction	4,115,000	6	1875	91½
Free Land	3,000,000	7	1860	102
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		40
1st Land Grant (Western Div.)	4,000,000	†		18½
2d Land Grant (Western Div.)	353,600	†		18½
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		85
2d Mortgage	7,000	6		
3d Mortgage	961,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	600,000	6	1870	84
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		85
1st Mortgage (convertible)	500,000	8		97½
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	76½
2d Mortgage	2,175,000	†	1877	45
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	
1st Mortgage (convertible)	1,250,000	8†	1877	
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1850	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	875,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '66)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
***New Albany and Salem:**				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	100½
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	95
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	100½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	100½
2d Mortgage	4,000,000	7	1859	97½
3d Mortgage (convertible)	6,000,000	7	1871	47
4th Mortgage (convertible)	3,729,000	7	1880	69
5th Mortgage	1,277,000	7	1883	91
Unsecured (convertible)	2,618,000	7	1871	47
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	47
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	98
2d Mortgage	1,000,000	7	1864	99
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	206,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,198,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	50
Income	3,591,186	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		91
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,800	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1868	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	150,000		1875	
***Rutland and Burlington:**				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	256,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	6	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	73
2d Mortgage (convertible)	2,000,000	7†	'68-'70	41
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1866	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,310,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	393,000	†	------	----

New York Stock Exchange.

Selling Prices for the week ending July 4, 1860.

	Th. 28.	F. 29.	Sat. 30.	M. 2.	Tu. 3.	W. 4.
FEDERAL STOCKS:—						
U. S. 5s, 1874	103	----	104½	----	----	
U. S. 5s, 1865	101½	----	----	101¾	----	
STATE STOCKS:—						
California 7s	92½	----	----	91¾	----	
Georgia 6s	----	----	----	----	----	
Illinois 6s	----	----	----	----	----	
Indiana 5s	----	----	----	89	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	84½	84¾	84¾	84½	84¼	
New York 5s, 1874	----	----	----	----	----	
" 6s, 1865	----	----	----	----	101¾	
North Carolina 6s	99	98¾	----	----	98½	
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890	89¾	79¾	89½	89½	89¾	
Virginia 6s	92½	92¾	92¾	92	92	
RAILROAD SHARES:—						
Chicago, Burl. and Q.	73¾	73¾	73¾	73¼	73¾	
Chicago and Rock Isl.	70¼	70¼	70¼	70¼	70¾	
Chicago and N. West.	----	----	----	----	----	
Clev., Painesv. & Ashl.	----	----	----	----	----	
Clev. and Pittsburg	----	----	----	----	----	
Clev. and Toledo	31½	31	30¾	30½	30¾	
Del., Lack. and West.	96	96	----	94½	96	
Galena and Chicago	63¼	63	63	63	63¼	
Hudson River	48¼	48	----	48	47¾	
Illinois Central	63¼	63	62¾	62½	62¾	
Indianapolis and Cinc.	----	----	----	----	----	
Michigan Central	48¾	48¼	48	----	47¾	
M. S. and N. I. guar'd	30¼	30¼	30¼	30¼	30	
M. S. and N. I.	13¼	13¼	----	13¾	----	
Milwaukee and Miss.	----	6¼	----	6	----	
New Jersey Central	----	----	----	----	----	
New York Central	82	82	81¼	81¾	----	
New York and Erie	18¾	18¾	18¾	18¾	18¾	
N. York and Harlem	12¾	12¾	12¾	12¾	----	
N. Y. and H. "pref."	38¾	38¼	----	38¾	----	
Panama	126	125½	125½	124½	124½	
Phila. and Reading	40¾	40¾	40¾	40¼	40¾	
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	30½	----	----	----	----	
" " S. F.	----	----	----	----	----	
Cl. & Tol. S. F. 7 p.c. '85	76½	----	----	78	----	
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	
" 2M. 8 p.c. '81	----	32	----	----	----	
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	
" 2M. 8 p.c. '75	----	91	----	91	----	
Hann. & St. J. 1 M. 8s	----	----	----	----	72	
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	
" 2M. 7 p.c. '60	----	----	----	100½	100¾	
" 3M. 7 p.c. '75	----	----	----	----	91¾	
Illinois Centr. 7 p.c. '75	91¾	----	----	91½	91¾	
" " 6 p.c. '75	----	----	----	----	----	
Mich. Cen. S. F. 8 p.c. '82	97¼	----	----	97¾	97¾	
" conv. 8 p.c. '69	----	----	----	----	----	
Mich. Southern 1st M.	99	97¾	97	97	97	
" " 2d M.	----	----	55	55½	55¼	
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	
" 2 M. 8 p.c. '77	----	----	----	----	----	
Northern Ind. 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
N. J. Central 1st M.	----	----	----	----	----	
N. Y. C. 6 p.c. certif. '83	95½	----	----	95	----	
" 1 M. 7 p.c. '64	----	----	----	100½	----	
N. Y. & E. 1 M. 7 p.c. '67	100	----	----	----	----	
" 2 M. 7 p.c. '59	97¼	----	97¼	97¾	----	
" 3 M. 7 p.c. '71	91½	91¾	92	----	----	
" 4 M. 7 p.c. '80	69¾	----	70	70	----	
" 5 M. 7 p.c. '83	----	----	----	----	----	
" conv. 7 p.c. '62	----	----	----	----	----	
" " 7 p.c. '71	47	----	47	----	----	
" S. F. '75	----	----	----	----	----	
N. Y. & H. 1 M. 7 p.c. '73	100	----	----	99¾	----	
" 2 M. 7 p.c. '64	----	----	----	----	----	
" 3 M. 7 p.c. '67	----	----	----	----	----	
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	
Ph. and Read. 6 p.c. '60	----	----	----	----	----	
" " 6 p.c. '70	----	----	----	----	----	
T. H. and A. 1 M. 8s '72	----	----	----	----	----	
" " 2 M. 8s '70	43	----	----	----	----	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	100½	100¾	----	
America, Bank of	----	----	110	----	----	
Commerce, Bank of	----	----	100	----	----	
Artizans' Bank	----	----	----	96	----	
Mercantile (Mar.) Ins.	----	104	----	----	----	
National Bank	----	103¾	----	----	104	
Merch. Exch. Bank	----	----	----	97	----	
Union Bank	----	----	103	----	----	
Metrodolitan Bank	----	----	110	----	110½	
New York, Bank of	101	----	100	----	----	
Ocean Bank	96	----	97	----	----	
MINING STOCK:—						
Pittsburg	63¼	63¼	33¼	63¾	64¼	
Rockland	24¼	----	24	24	24	
Columbian	3¼	3¼	3¼	3¼	3¾	
Silver Hill	2	----	1¼	1¼	1¼	
Isle Royale	14¾	----	14¾	14¾	14¼	
MISCELLANEOUS:—						
Del. and Hud. C. Co.	97	96¾	96¾	97	96¾	
Cumberland Coal Co.	13¼	13¼	----	13¼	13	
Penn'a Coal Co.	85¾	85¼	85¼	85¾	85¾	
Pacific Mail S. S. Co.	90¼	90¼	90	89¾	89¾	
Canton	19¾	20	----	19¾	19¾	
Brooklyn Water W's	----	----	----	----	----	

The following are the closing prices in the London Market on the 23rd June:

United States 5 p. c. red. '74	94¼	to	95
Illinois Central 6 p. c. red. '1875	77	to	79
Do. 7 p. c. red. 1875	81¼	to	82¼
Do. do. Fr. L'd red. '60.	91	to	93
Do. $100 shares, $60 p'd.	41¼	to	40¼
Mich. Cen. 8 per cent. con. '60	88	to	92
Do. do. 1869	86	to	88
Do. do. 1st mortgage (sinking fund), 1882	87	to	89
Do. $100 shares	46	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	63	to	65
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	83	to	84
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	87	to	89
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	45	to	50
Do. Shares, assented	18	to	19
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	91	to	93
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, July 7, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Chicago, Iowa and Nebraska Railroad.

At a recent meeting of the directors of this company the chief engineer made a report on the cost of the road as follows:

Cost of 82 miles completed, including rolling stock, depots, etc. $1,275,618

To complete the work:

For station houses	$2,000
Engine houses	500
Shop at Clinton	3,000
Fencing	25,000
Rolling stock	83,063
	113,573
Whole cost of completed road	$1,389,181
Original estimated cost	1,476,000
Less than estimate	$86,819

A Company has been organized to construct a road from Cedar Rapids, the western terminus of the Chicago, Iowa and Nebraska road, to the Missouri River, 240 miles, to aid building which 900,000 acres of land has been granted by the United States. The estimated cost of the road is $1,080,000, or about $17,000 per mile.

Philadelphia and Baltimore Central R. R.

At a meeting of the stockholders of this road, held at Avondale, on the 30th ult., a verbal statement of the financial condition of the company was made, and a committee appointed to receive proposals for the construction and leasing of the road, to report at an adjourned meeting of the stockholders to be held at the same place on the 7th inst. Proposals have already been made by Mr. Felton, the President of the Philadelphia, Wilmington and Baltimore Railroad, and Chandler Hall & Co., to lease and finish the road.

Dubuque and Pacific Railroad.

The following tables will show the present financial condition of the Dubuque and Pacific Railroad, and its earnings and disbursements for the month of May:

TREASURER'S OFFICE.

Absolute bonded debt	$1,393,100 00
Bonds pledged as collateral to secure $12,000 of floating debt	195,000 00
Unsecured debt	105,354 02
Capital stock paid in	890,657 50
Number of acres of land grant to be acquired	876,040 00
Total length of projected road	330 miles.
Total length of completed road	80 miles.

TRUSTEES' OFFICE.

Gross earnings for month of May, 1860	$9,115 50
Operation expenses " " " including $582 34 of previous month	5,153 18
Net earnings for month of May, 1860	3,962 32

The First Street Railroad in England.

Mr. GEO. FRANCIS TRAIN, formerly of Boston, has the honor of having constructed the first city horse railroad in England. It is in Birkenhead, opposite Liverpool, and has proved highly successful. In closing the contract for its construction, the municipal authorities not only required a lien upon the rails and "plant," but also additional surety of $15,000, to indemnify the town, should they find the road a nuisance, and be compelled to take up the rails and repair the streets.

Locomotive Performance on the Great Western Railway of Illinois.

The following table exhibits the performance of locomotives upon this road, for five months ending with May, 1860:

Total miles run	147,331
Average cost per mile for oil, waste and tallow	0.50
Average miles run to 1 pint of oil	23.24
Average cost per mile for repairs	6.45
Average cost per mile for engineer and fireman	4.17
Average cost per mile for cleaning engines	0.54
Tons of coal	1,988.75
Average miles run to ton of coal	42.67
Cords of wood	1,808.75
Average miles run to cord of wood	37.46
Average number of cars to train	10.62
Total cost	$25,223.74
Average cost per mile	17.12

The cost per mile run for fuel used by coal burning engines was 3.54 cents; by wood burners 8.0 cents; the miles run by coal burning passenger engines was 59,787, by freight coalers 25.071. The passenger coalers ran 833.29 miles per cord for firing up, and the freight coalers 359.41 miles. Total miles run by coalers 84,860, by wood engines 62,271. The coal burning passenger engine "Minerva," re-built by the Company in 1858, having 5.5 feet drivers, 13.75×22 inch cylinders, copper fire-box 4.25 by 3 ft. by 3 ft. 8 in., and an 18 in. combustion chamber, 94, 2.25 in. (inside) diameter, iron tubes 9.25 feet long, ran, from Dec. 23, 1858 to May 1st, 1860, 43,506 miles; drawing an average of three and a-half cars (pass.) per train, at 2.5 cents per mile for repairs, 54.47 miles per ton of coal, and 25.88 miles per pint of oil.

Engine "John Cook," a coal burning freight engine, built by the Rogers works in 1857, having 5 ft. drivers, cylinders 16×22, copper fire-box 4 ft. 9¾ in. by 3 ft. by 4 ft. 8 in., and an 18 inch combustion chamber, 165, 2 inch (inside) diameter iron tubes 9 ft. 5 in. long, ran, from September 14, 1857, to May 1st, 1860, 55,367 miles; averaging 23 cars per train, 15.32 miles per pint of oil, 5.16 cents per mile for repairs, and 33.31 miles per ton of coal.

The freight engine "L. A. Allen," built by the Rogers works in 1857, dimensions same as of the "Cook," ran, from October 13th, 1857, to May 1st 1860, 55,378 miles, with an average of 23 freight cars, and 17.33 miles per pint of oil, 6.12 cents per mile for repairs, and 29.85 miles per ton of coal. The grates of these engines are of cast iron, on Allen and Hudson's patent, and are the same that were in the engines when they were turned out of the shop, and are as yet but little worn. The two Rogers engines are like the twelve engines No. 97 to 108 on the Illinois Central Railway made at the Rogers Works.

Transit Railroad of Minnesota.

This road was sold at Public Auction at St. Paul, on the 23d ult., and bid in by the Governor for the State at $1,000. The Minnesota and Pacific Railroad was also disposed of at the same time and place, and for a like consideration. A brief account of the sale of the latter road is given elsewhere.

Locomotive Performance on the Illinois Central Railway for May, 1860.

	Chicago branch.	South division.	North division.	Total.
Miles of road	252.5	230.75	225.0	708.25
MILES RUN.				
By pass. trains	31,654	25,573	23,991	81,218
By freight do.	38,415	19,032	14,296	71,743
By other do.	28,945	13,454	10,146	47,545
Total miles run	94,014	58,059	48,433	200,506
RUNNING EXPENSES.				
Pounds of waste	1,339	612	760	2,711
Gallons of oil	689	524	407	1,621
Cords of wood	1,632	1,230	576	3,430
Tons of coal	655	....	600	1,295
Cost of wages	$3,695	$2,397	$1,952	$8,044
Cost of repairs	3,358	3,194	3,653	10,105
Cost of stores	678	473	398	1,549
Cost of fuel	7,232	4,612	3,217	15,062
Cost of cleaning engines	493	421	321	1,235
Total cost	$15,356	$11,097	9,541	$35,995
COST PER MILE RUN.	cts.	cts.	cts.	cts.
For oil, waste, & tallow	0.72	0.81	0.82	0.77
For repairs	3.48	5.51	7.54	5.03
For fuel	7.69	7.94	6.64	7.52
For wages	3.92	4.13	4.03	4.01
For cleaning	0.52	0.72	0.66	0.62
Total	16.33	19.11	19.69	17.95
AVERAGE MILES RUN.				
To 1 c'rd of wood	44.90	47.18	46.92	46.34
To 1 ton of coal	33.63	.....	33.83	33.74
To 1 pint of oil	17.05	13.85	14.48	15.46
Average number cars per train	13.41	8.90	8.12	10.52

Wood is rated at $3.75 per cord; coal at $1.70 per ton, loaded on tenders. All possible expenses relating strictly to the machine department included in the cost above.

Average cost per mile of passenger engines	17.78
Do. do. freight do.	17.89
Do. do. construction do.	15.48
Do. do. switching do.	15.37
Av. cost p. m. of freight engines using wood for fuel	19.31
Do. do. do. using coal for fuel	15.57

COMPARATIVE STATEMENT.

Cost in cents per mile run for—

	Fuel.	Repairs.	Wages.	Stores.	Total.
January	12.20	7.57	4.27	0.84	25.48
February	11.13	7.23	3.79	0.80	23.61
March	9.54	6.15	3.93	0.74	20.90
April	8.97	6.64	4.03	0.83	21.17
May	7.52	5.03	4.91	0.77	17.95

Chicago, Burlington and Quincy Railroad.

The report of the Directors of this Company for the fiscal year ending April 30, 1860, shows the construction and equipment accounts the same as last year | $7,191,127 49

Union track at Chicago and depot grounds at Chicago and East Burlington		277,798 48
Advances to Peoria and Oquawka Railroad, including bonds reported last year		515,359 41
Northern Cross and Quincy and Chicago Bonds same as 1859		196,000 00
Total		$8,180,285 53
Capital stock of the company	$4,629,350 00	
Bonds of the company outstanding	2,922,000 00	
		7,551,340 00
Excess of investment over capital stock and funded dect		$628,945 53

The gross income of the road from the transportation of freight, passengers, mails and miscellaneous and balance of interest was $1,233,707 83

Operating expenses	$678,159 43	
Rent of depot at Chicago	40,000 01	
Rent and operating expenses of P. & O. R. R. over earnings	26,072 03	
Taxes and transfer office expenses	36,334 92	
Interest on bonds	227,739 57	
Improvements	38,164 82	
		1,046,470 78
Net surplus for the year		$187,237 05
Add balance to credit of income account in 1859, after deducting $208,776 69 for $236,000 00 bonds for sinking fund		337,209 82
Total net surplus		$524,446 87
Bills and accounts receivable and due from agents and connecting roads		145,051 24
Due from Post Office Department and cash on hand		22,496 87
Materials for future operating on hand and paid for		99,110 72
Assets		$266,658 83
Bills and accounts payable, due agents and connecting roads, unclaimed dividends, etc.		179,059 92
Excess of assets over unfunded liabilities		$87,598 91

Catawissa, Williamsport and Erie Railroad.

This road was sold on the 2d inst. at the Philadelphia Exchange, under a decree of the Supreme Court, made May 19, 1860. Mr. Samuel V. Merrick was the purchaser, on behalf of the bondholders. The road, with twelve hundred acres of coal land, and other real estate, was first sold, to satisfy the first and second mortgages. The par value of mortgages was two millions of dollars. The property was knocked off for $100,000. Five lots of chattels, consisting of rolling stock, &c., were then put up, and they were sold as follows: First lot, par $200,000, sold for $30,000. Second lot, par $100,000, sold for $10,000. Third lot, par $10,000, sold for $1,500. Fourth lot, par $5,000, sold for $500. Fifth lot, par $40,000, sold for $7,500. The par value of the mortgage bonds, under which the property was sold, was $2,355,000. The gross amount of the sale was $149,500. It will be understood that the sale was only nominal—the bondholders and the stockholders having made an arrangement by which the former should become the purchasers of the road and its chattels for the benefit of the whole.

Texas and New Orleans Railroad.

We learn from the Beaumont *Banner* that the bridge over the Neches is nearly finished, and the bridge over the Trinity is under way. The editor looks for the completion of the road from the Sabine to Houston by August next. He gives the following distances: From New Orleans to Berwick's Bay, 80 miles built; from Berwick's Bay to New Iberia, 40 miles building; from New Iberia to Orange, 118 miles under contract; from Orange to Beaumont, 22 miles building; from Beaumont to Liberty, 44 miles built; from Liberty to Houston, 39 miles building; total, 343 miles. The editor thinks that in about a year and a quarter the whole route to New Orleans will be opened. We learn that Mr. Gentry reports 50 miles of the road in Texas as completed.—*Austin (Texas) State Gazette, 16th.*

The Simplon to be Tunneled.

We read in the *New Italy*, a French journal published at Milan, the following notice of a grand enterprise: "The age is one of gigantic undertakings. The Suez canal will be completed; the tunneling of Mount Cenis is already done; that of the Simplon is about to be accomplished by the Railroad Company of Italy.—Geneva will be the head of the line, and its point of connection with the French roads. Thence it will go to Thonon, follow entirely the shore of Lake Leman, next that of the Rhone, in the Valais, as far as Brigg, passing by Martigny and Sion. After leaving Brigg, it will incline towards the South, and pass under the Simplon, when, having reached Italian soil, it will skirt Assola, the Lago Maggoire, and finally gain Arona."

Railways in India.

A valuable history of the Indian railway system has been furnished in a report to the President of the Indian Council by Mr. Juland Danvers, the Secretary of the Railway Department at the India office. It describes, amongst a vast number of other details, the progress of each company from its commencement, the nature of the guarantees accorded, the amounts of capital still to be raised, the scale of receipts and fares, and extent of traffic in each instance, the number of persons employed, European and native, and the respective rates of mortality among them. The system dates from 1845, when the East Indian and Great Indian Peninsular Companies were respectively projected, and the number of companies now in existence is eight, employed to open 4,917 miles of communication, exclusive of the navigation of the Indus from Kotree to Moultan, a further distance of 570 miles. The largest of the companies is the East Indian, which will require a capital of £19,000,000, and the smallest the Calcutta and South-eastern, with a capital of £250,000. The total capital already sanctioned to be raised under guarantee is £34,133,000, and the total estimated to be necessary for these companies is £52,430,000. Of the amount authorized £27,079,712 had been raised at the end of 1859, of which but £625,971 had been obtained in India. Out of every £1,000,000 about £555,000 is expended here for iron, other materials, &c. Among the Europeans employed the average per centage of deaths in 1859 was 2.9, while the rate of mortality in the army is reckoned, exclusive of war casualties, at 6 per cent. In this respect the experience of the Scinde Company has been the most favorable. The average number of passengers per mile on all the railways open in India was in the year 1859, 6,583, of which 48.6 was contributed by the East Indian, 41.2 by the Great Indian Peninsular, and 10.2 by the Madras. The proportion of first class was only 1.2 per cent., and of second only 6.2, the great third class total being 92.6 per cent. The aggregate receipts were £402,025, of which £157,031 was from passengers, and £244,994 from goods; and the working expenses being £187,065, there were total profits of £214,960. The cost of the lines thus opened was £4,087,000, and the guaranteed interest upon it being not more than £201,850, the Government was practically relieved from any payment for them. The goods traffic is gradually gaining on the passenger traffic, and this feature is thought likely to increase in proportion as the lines are extended. In 1856 the passenger traffic comprised 55.40 per cent. of the whole, and last year only 39 per cent.

The following statement shows, in a succinct form, when each company was incorporated, the amount of capital estimated to be required for each undertaking, the amount authorized to be raised by each on the 31st of December, the amount raised to that time, and the rate of guarantee:

Railway Company.	Date of incorporation.	Capital estimated to be required for each undertaking.	Amount authorized to be raised. By share capital.	By debentures.	Total.	Am't raised in England to 31st Dec., 1859.	Am't raised in India up to latest advices.	Rate of guarantee.
East Indian	1st August, 1849	*£19,000,000						
Main Line			£9,255,001	£2,745,000	£12,000,000	£11,616,344	£235,911	5 per cent.
Jubbulpore			2,000,000		2,000,000	1,757,800	8,302	
Madras	14th Jan'y, 1853	8,500,000						£3,500,000 at 5 per cent.
Main Line			8,000,000	1,000,000	4,000,000	3,332,577		£1,000,000 at 4¾ per cent.
Bellary			1,000,000		1,000,000	666,860		£500,000 at 4½ per cent.
Great Indian Peninsular	1st August, 1849	12,000,000	8,000,000	888,300	8,838,360	5,297,747	342,590	5 per cent.
Scinde	2nd July, 1855	1,400,000	1,000,000		1,000,000	894,340	20,447	
Punjab	23rd Aug., 1855	†4,000,000	1,500,000		1,500,000	506,945		
Indus Steam Flot.	1857	280,000	250,000		250,000	249,140		
Bombay, Baroda & Central India	2nd July, 1855	2,500,000	2,000,000	800,000	2,800,000	1,485,923	18,042	"
Eastern Bengal	1st August, 1857	‡2,500,000	1,000,000		1,000,000	424,773	2,685	"
Calcutta and South East	3rd July, 1857	250,000	250,000		250,000	128,505	773	"
Great Southern of India	2d August, 1858	2,000,000	500,000		500,000	196,000	1,221	"
Total		£52,430,000	£29,755,000	£4,878,300	£34,133,300	£26,453,741	£625,971	

* Including the Jubbulpore line.

† Including the contemplated line from Delhi to Lahore.

‡ Including proposed extensions.

Annexed is a statement of the objects of each company and the total length of line.

East Indian Railway Company.—The construction and working of lines of railway from Calcutta to Delhi, and from Allahabad to Jubbulpore; total distance, 1,338 miles. Madras Railway.—The construction and working of a railway from Madras to the Western Coast at Beypore, with branches to Bangalore and the Neilgherries; also of a line from Madras via Bellary, to join the line from Bombay; total distance, 850. Great Indian Peninsula Railway.—The construction and working of the following railways, all of which terminate at Bombay, viz: from Bombay via Callian to Jubbulpore, to meet the East Indian line from Allahabad, with branches to Mahim and Nagpore; and from Callian via Poonah and Sholapore to Moodgul in the Deccan, to meet the line via Bellary from Madras; total distance, 1,266 miles. Bombay, Baroda and Central India Railway.—The construction and working of a line of railway from Bombay via Surat and Baroda to Ahmedabad; total distance, 310 miles. Scinde Railway Company.—Scinde Railway—the construction and working of a line of railway in Scinde, from Kurrachee to the river Indus at Kotree, total distance 114 miles; Punjab Railway—the construction and working of lines of railway in the Punjab, from Moultan and Lahore to Umritser, and thence to Delhi, total distance 490 miles; and Indus Steam Flotilla—the navigation of the Indus by means of steam vessels between Kotree and Moultan, to be worked in connexion with the railways. Eastern Bengal Railway Company.—The construction and working of a line of railway from Calcutta to Kooshtee on the Ganges, with extensions to Serajgunge and Dacca; total distance about 220 miles. Calcutta and South-eastern Railway.—The construction and working of a line of railway from Calcutta to the port of Mutlah, total distance, 29 miles. Great Southern of India Railway.—The construction and working of a railway from Negapatam to Trichinopoly, with branches to Salem and Tuticorin; total distance, 300 miles.—*London Railway Times.*

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LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

No. 121 NASSAU ST., NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, June 22, 1860.

AT A MEETING OF THE BOARD OF DIRECTORS of the ILLINOIS CENTRAL RAILROAD COMPANY, held THIS DAY, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, for the purpose of discharging the outstanding Free Land Bonds be, and the same is hereby called, payable on the 20th day of July, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. Robert Benson & Co.; and that parties desiring to pay their instalments in London, may pay the same at the rate of four shillings two pence to the dollar; and that the Free Land Bonds, with accrued interest, shall be received at par in settlement of the call.

Resolved, That the transfer books be closed on the 14th day of July, and re-opened on the 20th; and that no transfers be permitted on, or after that date, of shares upon which such assessments shall not have been paid. By order of the Board.

3t26 A. E. BURNSIDE, Treasurer.

$500,000 EIGHT PER CENT. LAND GRANT MORTGAGE BONDS OF THE TEXAS AND NEW ORLEANS RAILROAD COMPANY (Texas Division), secured by a mortgage upon one hundred and six (106) miles of railroad and its appurtenances, of the estimated cost of $2,920,000, and upon seven hundred and sixty-eight thousand (768,000) acres of valuable land, are now offered to the public as one of the most desirable and reliable securities at present upon the market.

THIS ROAD

is the Texas Division of the great trunk line which, within twelve to eighteen months, will connect Houston, Galveston and every important point in Texas, with New Orleans, and, in communication with the lines running North and already completed, place New York within 90 hours of Houston.

THE BONDS

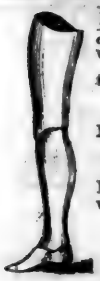
will be redeemable on 1st November, 1878, bear 8 per cent. interest; coupons payable semi-annually, on 1st May and 1st November, in the City of New York.

As additional security for prompt payment of the coupons, pending the completion of the entire road, are mortgaged by special trust-deed, 76,800 acres of land, together with town lots and individually donated lands, at present valued at $600,000.

Maps, prospectuses, copies of charter, trust deeds, land grants, and every information, may be had upon application to C. CONGREVE & SON,
No. 6 Pine st.; or
E. WHITEHOUSE, SON, & MORRISON,
1m24 No. 38 William st., Merchants' Exchange.

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ENGINEERING WORKS.

LYONS' TABLES.
To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.				SHEET No			
1.	General Table for all Bases and all Slopes.			13.	for Base 18 ft. Slop.		1½ to 1
2.	For Side Hill Cuts and Fills.			14.	"	20 "	1½ to 1
3.	Base 12 ft. Slopes		1½ to 1	15.	"	24 "	1½ to 1
4.	" 14	"	1½ to 1	16.	"	24 "	1½ to 1
5.	" 15	"	1 to 1	17.	"	25 "	1½ to 1
6.	" 15	"	1 to 1	18.	"	26 "	1½ to 1
7.	" 15	"	1½ to 1	19.	"	28 "	1 to 1
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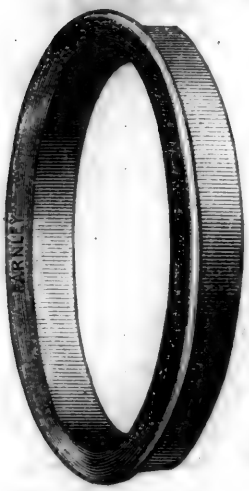
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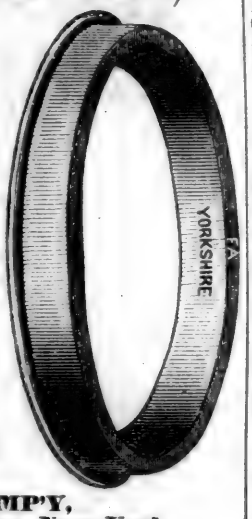
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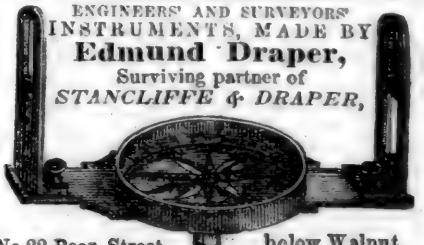
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THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine,** and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings. For sale upon favorable terms by addressing.
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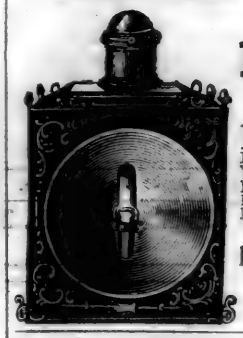
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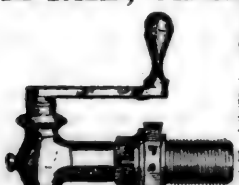


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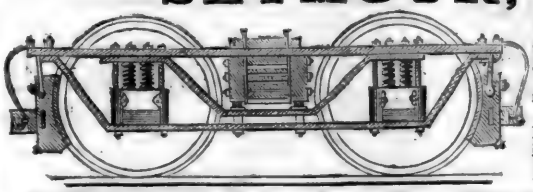
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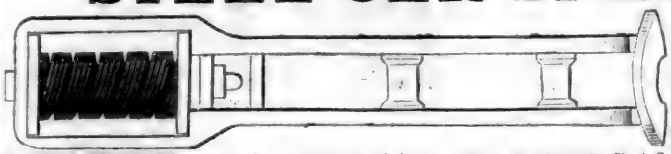
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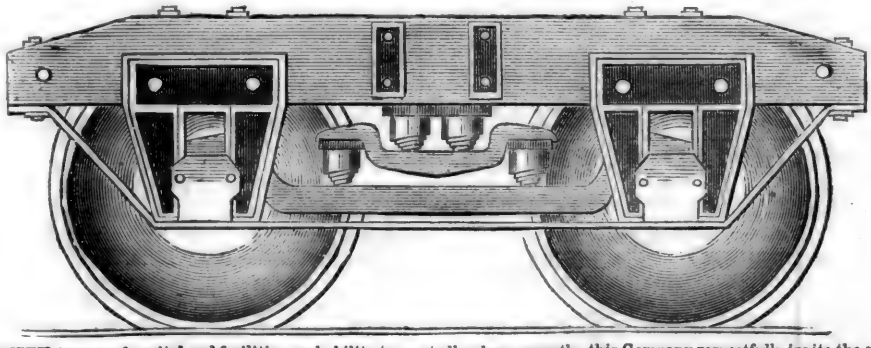
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 28.] SATURDAY, JULY 14, 1860. [WHOLE No. 1,265 VOL. XXXIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Eastern Railroad 597
La Crosse and Milwaukee Railroad 598
Trevorton Coal and Railroad Company 599
Bombay, Baroda and Central India Railroad .. 599
Agency: Mercantile Instructions: Responsibility of Agents. 600
Railroads in Cuba 601
Coal Burning Engines on the N. Y. Central R.R. 601
Pensacola and Georgia, and Savannah, Albany and Gulf Railroads 602
Railroads of the State of New York 611
The Prospects Ahead 612
Lebanon Springs Railroad Company 613
Florida Railroad 613
Illinois Central Railroad 613
Bank Dividends 613
Interest on Stocks and Bonds. 614

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, July 14, 1860.

Light Locomotives for Local Passenger Trains.

The Cleveland and Erie Railroad Company, have now in use upon their road a new style of light locomotive for light trains. It was built by Messrs. DANFORTH, COOKE & Co., of Paterson, N. J. The Cincinnati *Commercial* says:—"It is a neat little affair having the engine and tender on the same frame. The record of this locomotive, the Reindeer, for May, is undoubtedly unequalled for economy by that of any other engine doing the same service anywhere. During the month it ran 3,756 miles with only 25½ cords of wood and 4 gallons of oil. A close calculation shows that it ran 104 miles to a pint of oil. The total expense of oil, waste and fuel per mile ran was only 1 79-100 cents. The Reindeer weighs 15 tons when supplied with wood and water for the trip. The train usually consists of one passenger and one baggage car, but she will take three loaded cars without increasing the expense or diminishing the speed. Her daily time is 68 miles each way, which is done in 3 hours, or 22⅔ miles per hour, including twelve stops in the three hours. The June record will, it is thought, be even more favorable than that of May."

Eastern Railroad.

We have received the 25th annual report of this company for the fiscal year ending May 31, from which we learn that the receipts during that time were:

From passengers		$516,870 45
" freight, etc.		182,282 09
		$699,152 54
The expenses were		344,237 55
Net earnings		$354,914 99
From which deduct:		
For rent of Grand Junction Railroad	$11,000 00	
Interest	114,271 06	
		125,271 06
Net receipts		$229,643 93

—being a gain over the previous year of $34,268.-80; equal to one per cent. on the capital of both the Massachusetts and New Hampshire portions of the road. This gain is attributed to increased business, diminished expenses for fuel, owing to the use of coal, (although an increased number of miles were run by trains,) and from the constant reduction of the interest account.

During the year large expenditures have been made upon the road, the Directors believing that true economy consists in diminishing the wear and tear of running machinery as much as possible. The equipment has also been kept in good order. Several of the bridges have been thoroughly repaired, and are now absolutely safe for the passage of trains. The balance of floating debt has been cancelled during the year, amounting to $99,301.14; and income bonds redeemed to the amount of $75,000—making the total reduction of indebtedness, $174,301.14. In reference to the present and prospective financial condition of the company, the report says:

Under a vote of the stockholders, at their annual meeting in July, 1857, it is made the duty of the Directors, after the payment of the floating debt, to provide $75,000 out of the earnings and other revenue of the company, to pay that amount of funded debt due each year, and then to declare dividends to the stockholders from the remaining balance of net income. Our floating debt is now fully paid; all bills for daily working expenses, up to 31st May, the time of making up the year's accounts, so far as they could be got in, have been paid; and the corporation has been placed in a condition of freedom from the embarrassment of floating liabilities, such as it has not experienced for many years. In addition, we have on hand in available cash assets, from the current earnings of the year, the sum of $54,980.93. There seems to be no reason to doubt, therefore, that the stockholders may look with confidence for a dividend in January next, with the expectation of regular dividends thereafterwards.

We have, in addition, notes, not immediately available, but well secured by mortgage, chiefly on lands in East Boston, to the amount of $31,-128.59; and also, on hand and paid for, the usual supply of stock in the repair shops, fuel and materials for the use of the road.

Negotiations have been entered into for the renewal of the bonds due in 1862, amounting to $710,000, which were issued in lieu of stock during the construction of the new route into Boston, and an arrangement has been made on satisfactory terms, by which the principal holders of those bonds have agreed to exchange them for similar bonds at 6 per cent., payable 1872, and authority will accordingly be asked of the stockholders to carry out that arrangement.

By reference to the report of the Directors for July, 1856, it appears that the equipment of cars and engines stood on the books at their original cost, $456,523.86, whereas the value of the equipment then was but $312,219, showing that there had been a depreciation of $144,304.86, which that report stated ought to be charged off to profit and loss. Other deficiencies, chargeable to that account, for losses by Tuckerman, for Grand Junction bonds and stock, for branches, &c., have been such hitherto that no favorable opportunity presented itself for charging off that depreciation. In the meanwhile our equipment has been kept up and improved so that the amount of depreciation below the original cost, instead of being $144,304.-86, as shown by the report of 1856, is now but $141,358.86, and that sum, in order that our books may exhibit a correct state of our affairs, has now been charged to that account.

The suit brought by certain persons in Portsmouth for back rent or dividends claimed to be due to the Eastern Railroad in New Hampshire, now awaits a decision in the New Hampshire courts, on the question of the right of these individual volunteers to maintain a suit against this corporation. Of the general business of the road, the report says:

The business on our several branches continues about the same as heretofore, with some improvements, on the whole; and applying to them, as

well as to the main line, the policy of encouraging, developing and attracting business, whenever it pays, and cutting off unproductive freight and passengers, dead heads and hangers-on of various name, so far as practicable, we may reasonably hope for remunerative returns from all parts of the road.

The experiment of burning coal in our engines continues successful, as the reduction in our fuel acount, on largely increased service, makes evident. We have now thirteen engines running with coal, and are converting the remainder into coal-burners as fast as they come in for repairs.

During the year we have transported one million three hundred passengers, without any injury to any one.

The equipment of the road consists of 26 locomotives; 47 passenger cars, 13 baggage cars, and 416 freight cars.

The financial condition of the company at the close of the fiscal year was as follows:

LIABILITIES.

Capital stock	$2,853,400
Bonds due 1862	710,000
" 1874	445,500
Income bonds due 1860-'4	375,000
Mass. State bonds due 1865-'7	500,000
Profit and Loss, accrued interest, etc.	144,681
	$5,028,581

ASSETS.

Cost of Main Line	$3,125,125
do. Marblehead Branch	55,843
do. Gloucester do.	338,880
do. Salisbury do.	79,189
do. Saugus do.	236,247
do. South Reading do.	299,468
do. Equipment	315,165
Due from Essex Railroad	264,103
Portsmouth bridge stock	32,000
Materials on hand	36,134
Real estate	84,375
Notes receivable	40,128
Stock and bonds	51,036
Uncollected freight	64,500
Cash	6,388
	$5,028,581

The officers of the company are:

President, GEORGE M. BROWNE.

Directors, Geo. M. Browne, Samuel Hooper, Franklin Haven, Boston; Micajah Lunt, Newburyport; Nathan D. Chase, Lynn; Wm. L. Dwight, Portsmouth; Henry L. Williams, Salem.

Treasurer, J. B. PARKER.

Superintendent, J. PRESCOTT.

The Cincinnati Iron Aqueduct on the Ohio Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS,
COLUMBUS, O., June 22, 1860.

Messrs. EDITORS:—At the request of Gen. Moseley, I address you upon the subject of an iron aqueduct I have had constructed upon his patent, twenty miles south of Cleveland, on the Ohio canal, during the past winter.

The span between abutments is forty feet.

The trunk is twenty-one feet wide inside, and four feet three inches in height, with a towing path bridge five feet wide inside of tow-path arch.

The arches of this aqueduct are now sustaining one hundred and forty tons, and are capable of sustaining four hundred tons more were it necessarily required.

The aqueduct has now been filled two weeks, and has not varied in line since the water was placed on the trunk.

I estimate the expense, per annum, of renewing the timbers and plank, at fifty cent per lineal foot. I regard the structure as a perfect success, and owing to its durability, safety and economy, must necessarily supersede all other plans of aqueducts now in use upon the line of our Ohio canals.

ABNER L. BACKUS,
President Board of Public Works,

La Crosse and Milwaukee Railroad.

The Receiver of this road, Mr. H. Crocker, has published an exhibit of its condition, from which we make the following extracts:

EASTERN DIVISION.—This section of the road extending from Milwaukee to Portage City, 95 miles, is subject to the following liabilities, viz:

Funded Debt.—Consisting of First Mortgage, Mortgage to the City of Milwaukee, and the Second Mortgage, so called, amounting in the aggregate to $2,264,000, and subject to an annual charge of $189,980 for interest and sinking fund for the redemption of $500,000 of the First mortgage bonds.

Real Estate Incumbrances.—Upon the depot grounds and buildings at Milwaukee there are outstanding mortgages and mechanical liens amounting in the aggregate to $34,300.

Right of Way.—Thirteen miles unsettled for, and remaining to be acquired; estimated cost, $15,000.

Fencing.—Thirty-five miles remain to be fenced at an estimated cost of $23,000.

Buildings Needed.—A brick blacksmith shop at Milwaukee and fixtures, estimated cost $3,000.

Due on Rolling Stock.—In August, 1860, Mr. Chamberlain, while in possession of the road, purchased 18 house freight and other cars, giving his note therefor, secured by a chattel mortgage upon the cars purchased. There remains to be paid on this purchase three notes amounting to $9,547.-91, which severally mature August 18, November 18, 1860, and February 18, 1861.

Taxes.—In addition to other liens upon depot grounds, many of the lots in Milwaukee are subject to tax titles. The amount necessary to settle these claims is uncertain.

The amount of these incumbrances and claims upon the income of this section of the road, now due and to become due before the 1st of January, 1861, may be summed up as follows:

The interest and sinking fund now in arrears amounts to $151,980, and payable in the following order, viz:

1st. Sinking fund on 1st mort'ge, Nov. 1st, 1859	$12,000
2d. Interest on 1st mort., due May 1, 1860.	38,000
3d. Interest on City of Milwaukee bonds, Sept. 1, 1859	10,990
4th. Interest on same, March 1st, 1860	10,990
5th. Interest on 2d mortgage, due Sept. 1, 1859	40,000
6th. Interest on same, due March 1, 1860.	40,000
	151,980

(It is probable that the sinking fund may be allowed to remain unpaid until the city interest is paid.)

Interest due Sept. 1, 1860	$50,990	
Interest due Nov. 1, 1860	38,000	
Sinking Fund	12,000	
		100,990
Incumbrances on Real Estate now due	$26,000	
Right of Way as estimated	15,000	
Fencing	23,000	
Am't due on Chamberlain's notes, payable this year	6,200	
Blacksmith shop	3,000	
		73,200
Total, beside tax liens and charges		$326,170

WESTERN DIVISION.—Extending from Portage City to La Crosse, 105 miles. It is operated in connection with the Eastern Division as one road, and is subject to the following charges and incumbrances, viz:

Funded Debt.—Consisting of First and Second mortgages, amounting in the aggregate to $4,-367,500, with an annual interest of $309,400, of which there is now in arrear the sum of $630,500.

Real Estate and Depot Grounds.—At La Crosse the depot grounds and buildings stand in the name of Selah Chamberlain, and mechanics' liens exist upon depot buildings at other stations on the line of this division of the road. To acquire title to the grounds and buildings at La Crosse, and to extinguish the other liens will require $17,000.

Right of Way.—Twenty-two miles of right of way yet to be secured on this Division, will require from $15,000 to $25,000.

Fencing.—No fencing has yet been done on this Division. It is estimated that the entire line from Portage City to La Crosse will cost $67.200.

The incumbrances and liabilities on this Division due and to become due up to Jan. 1, 1861, are as follows:

Interest in arrear		$630,500
Interest due Aug. 1, 1860, on 1st mortg.		140,000
Interest due Oct. 1, 1860, 2d mortgage		14,700
		$785,200
Right of way estimated, say	$20,000	
Depot grounds and buildings	17,000	
Fencing 105 miles	67,200	
		104,200
Total		$889,400

Looking to the future operations of the road as a complete connected line, it is proper to state, that in addition to the foregoing claims and liabilities, it is necessary that additional rolling stock should be procured without delay—the present equipment being inadequate to the business of the road. It now consists of 23 locomotives; 222 house freight cars; 17 first class and 2 second class passenger cars, and 108 platform cars. Should the grain crop of Wisconsin and Minnesota prove as abundant as it now promises, the tonnage to be moved by this road will be materially increased over that of the past year, and with the present equipment, it will be impossible to do the business which naturally belongs to the road. Those best acquainted with the prospective wants of the road, estimate that a proper equipment of rolling stock for the prompt and economical transportation of freight and passengers, will require 10 locomotives and 200 house freight cars, in addition to those now in use on the road. Mr. Goodrich, the Superintendent, while freely concurring in the above estimate, thinks that for the present year, three additional locomotives and fifty freight cars will enable the road to perform the service required.

The estimated cost of this additional equipment is $54,000.

The gross receipts from July 1, 1859, to Jan. 1, 1860, were $422,677.86. For the corresponding months of the present year they are estimated at $487,677.86, and should the hopes now entertained of the incoming crop be realized, I have no doubt of an increase in gross earnings during the present year, by the addition of the equipments suggested, equal to the cost of the same.

It will be seen that the claims, liabilities, and expenditures estimated for the Eastern Division, exclusive of rolling stock, arrears of interest, and the amount to become due for cars purchased by Mr. Chamberlain, which should be considered as the common property of both Divisions, amount to $67,000.

The necessary outlays for the Western Division, exclusive of rolling stock and claims for interest, amount to $104,200. The net earnings of the whole road for the remainder of the year, will probably not exceed $250,000, and the portion applicable to the Western Division will not exceed $60,000, if the claim made by the bondholders of the Eastern Division to the exclusive right to the rolling stock is well founded.

The two Divisions are operated as one road; but a detailed account is kept of the business properly belonging to each Division, though no distribution of net earning can be made until the question of the ownership of the rolling stock is first determined.

I have deemed it my duty to submit the foregoing exhibit, in order that the bondholders, and others interested, may know the present condition of the road. I have not deemed it necessary to refer to the claims of Mr. Chamberlain, or other creditors, but have confined myself to that class of indebtedness secured by mortgage and mechanics'

liens, and to such obligations as the laws referred to, compel the managers of the road to regard.

I am clearly of opinion that true policy requires that the bondholders should forego the payment of any interest until all the claims and liabilities are paid, and the road fully completed and equipped.

The embarrassments attending my position as the Receiver of a road, which, during my official term, will not probably earn sufficient to enable me to pay the interest on the funded debt, and discharge the claims and liabilities above set forth, lead me to suggest to the bondholders and others the necessity of adjusting all matters in controversy between all parties interested in the road, in order that it may, at the earliest possible day, pass into the hands of the proper owners.

Proceedings have been commenced to foreclose the Second mortgage on the Eastern Division, and the First and Second mortgages on the Western Division. Creditors and parties claiming an interest in the road, are resisting these foreclosures. The holders of bonds, under the Second mortgage on the Western Division, are questioning the validity of a portion of the bonds issued under the First mortgage of that Division, and a similar question has arisen among the holders of that issue. The determining of these questions by the Court will occupy a long time, and involve much expense. In the meanwhile, the interests of the road will suffer from the inability of the Receiver to meet all the liabilities and obligations devolving upon the road. I repeat, again, that the interest of the road requires an early settleme of these questions and conflicting rights—a re-organization under the laws of the State, and the formation of a company recognizing the rights of all, according to their respective priorities and equities, which will be enabled successfully to manage this great thoroughfare as one entire line, from Milwaukee to La Crosse.

It is proper to say that I have submitted the foregoing exhibit to the Judge of the U. S. Court, and have asked such order and direction as will enable me to protect the property, and promote the interests of the road.

Trevorton Coal and Railroad Company.

The following is the scheme for the re-organization of this company, under the act of the Pennsylvania Legislature of March 28, 1860. The Company is in default upon its bonded debt. The scheme is as follows:

Basis of the re-organization of the Trevorton Coal and Railroad Company under the Act passed by the Legislature of the State of Pennsylvania, on the 28th of March, 1860. Capital stock to be $1,100,000, $100,000 of which shall be a preferred seven per cent. stock—the same to be divided among the bondholders purchasing the franchise and property to the extent necessary to make good the amount of Bonds, at par, of the Trevorton Coal and Railroad Company, now held by them—the remaining $1,000,000 of capital stock to be distributed pro-rata to the order of the stockholders of the old company, payable 20 per cent. in cash, and 80 per cent. in old stock.

Should any stockholder fail to avail himself of this, then the bondholders of the new company shall have the option of subscribing to the stock and paying for the same 20 per cent. in cash.

Mortgage Bonds A to be issued to the extent of $750,000 secured by a first mortgage upon the coal lands and wood lands, other than those specified hereafter, and a second mortgage upon the railway and other property mortgaged under Bonds B, bearing interest at seven per cent., convertible and redeemable in 20 years, to be distributed among the bondholders pro-rata.

Mortgage Bonds B to be issued to the extent of $150,000, secured by a first mortgage upon the railway, bridges, basin, rolling stock and personal property, and second mortgage upon the coal and other lands of the company, bearing 8 per cent. interest, redeemable in ten years—the same to be used in making up any deficit in the amount to be supplied by the sale of the capital stock and furnishing working capital. Stockholders, taking their quota of stock, to have the privilege of taking a pro-rata amount of bonds B.

If the stock is all subscribed, then the above described bonds B shall be given pro rata to the mortgage bondholders, or such proportion thereof as may not be required for the purposes above stated, in lieu of the preferred stock.

Bondholders to deposit in the hands of trustees the first four coupons on the mortgage bonds to be held by them to prevent any foreclosure on the bonds during the first two years—but said trustees to receive and pay over pro rata to bondholders such portion of the net earnings of the company as may be requisite to pay them in full.

If said earnings are not sufficient, then the unpaid portion of said coupons are to remain unpaid until the expiration of two years.

The lots and lands at Port Trevorton, and about 3,500 acres of lands other than coal lands, are not to be mortgaged, but left unincumbered, and placed in trust for sale as opportunity offers, the proceeds of same to be applied first to pay any deficit in the earnings for interest coupons, and next to Sinking Fund No. 1.

A Sinking Fund No. 1, of 10 per cent. on amount of the Bonds B, after the lapse of two years, to be created and applied annually to the extinguishment of the same.

A Sinking Fund of 5 per cent on account of the Bonds A, after the lapse of two years, to be created and applied to the extinguishment of the same.

The Sinking Funds to be invested in the Bonds of the company, according to their separate trusts, at or below par. Stock to be issued to the shareholders pro-rata for an equal amount at par, the object being eventually put the stockholders in full possession of the property, free from the two mortgages.

An arrangement to be entered into with the Trevorton Coal and Railroad Company, and the holders of the rolling stock, &c., by which the Trevorton Coal and Railroad Company assumes all the floating debt of the old company, and the payment of the unpaid coupons, they receiving all the assets, stock, tolls, &c., of said Trevorton Coal and Railroad Company.

Bombay, Baroda and Central India R. R.

The following passages from the half yearly report of the directors of this company are from the London *Railway Times*:

The directors have the satisfaction of announcing the opening of the first portion of the line, 29 miles, between the Taptee and Nerbudda, from Amrolee to Unkleseer. Trains were running regularly up to the last dates from India. The progress reports to 29th February last, in respect of the works on the section between Surat and Ahmedabad, 143 miles, stated that the whole of the earthwork was executed, and also the whole of the brickwork and masonry. 35½ per cent. of the ballast was spread of the line, 72¾ per cent. of the fencing completed, and 48¾ per cent. of the permanent way laid. With regard to the works on the section between Surat and Veturnee, 117 miles, the quantity of earthwork executed 71.2 per cent. of brickwork and masonry 22.1, of fencing 49.75 per cent., and of permanent way 6.75 per cent.

The latest advices from India gave a most satisfactory report of progress in the erection of the large iron bridge across the Taptee. This bridge would consist of 32 spans of 60 feet, for which both the piers of cast iron and superstructure of wrought iron had been supplied from England. The erection commenced last November, and on 7th April nearly the whole of the perpendicular piles forming the piers had been screwed into their places. It was expected that the few that were not so would be completed within a week from that date. The fixing of the strut piles and superstructures are likewise proceeding rapidly; and, according to these advices, there was no doubt that this bridge, 2,000 long, across a tidal river, would be completed either before or during the coming monsoon—that was, within a period of about six or seven months from its commencement. The bridge over the Nerbudda, of a similar nature, would be more than 3,800 feet in length, composed of 60 spans of 60 feet each. The difficulties to contend with here were greater than in the case of the Taptee; one of the most formidable—the strength of the tidal current—had already twice impeded operations by injuring the staging. Of the 59 pile piers for this bridge, 17 had been erected on the north side, reaching the deepest water of the river, and several others were in course of erection on the south bed above low water mark. It had been found necessary in some instances to screw these piles to a depth of 40 feet,—the more usual depth being about 18 feet. All the minor iron bridges over 54 miles between the Nerbudda and the Mhye were in an advanced state, and were expected to be completed before the monsoon, as well as those on the first 30 miles south from Surat. The permanent way was laid from Nerbudda to near Etola, within 12 miles of Baroda, and was passable for an engine. This company's officers were in possession of the land for the line from Ahmedabad to Mahim, about 300 miles. The short distance (9¾ miles) from Mahim to the terminus in Bombay is the only portion which now remained to be decided. This included the purchase of the Mahim branch from the Great Indian Peninsula. The directors propose to raise a further sum of 250,000*l*, by debentures convertible into shares at one month's notice after the expiration of 12 months from the date of their issue. An offer had been made officially through the Bombay Government by the Guicowar of Baroda, to give to this company the construction of a line through his territory from the vicinity of Etola to the towns of Dubhoee and Bahadurpore, in the direction of the line now being surveyed by the company towards Indore. His Highness offered the land free, and the usual 5 per cent. guarantee. The proposed line will be about 25 miles in length, through a rich, populus, level country, producing cotton largely, and free from all impediments to construction. It will constitute a valuable feeder to the main line. Over 79,700 tons of materials, in weight and measurement, had been shipped to Bombay up to the 30th ult., and the shipment of the remainder of the materials was actively proceeding. (The capital account showed that 1,871,526*l*. had been received, and 1,595,709*l*. expended, leaving a balance of 275,817*l*.)

The CHAIRMAN said it was his duty to congratulate them upon having opened a portion of the line, although only a small one. The latest reports received from India told them of the progress that was being made with the works; and perhaps the best proof of that was afforded by the fact that the monthly expenditure for construction had risen from an average of 25,000*l*. to 40,000*l*. That was in some measure accounted for by the circumstance that they were now carrying on the works at both ends of the line—at Bombay in the north and at Surat in the south. The distance open was 29 miles, but the line as yet reached neither of the large towns of Surat or Baroach, nor the Taptee nor Nerbudda rivers. With regard to the opening of the next portion of the line, one of their engineers, who recently came home on leave, had told him what he believed would be the state of the line at the close of the present year. The opinion was expressed that by that period they might open 30 miles south of Surat, across the Taptee, through the valley to the Nerbudda, which had to be bridged, and from thence 14 miles beyond the Nerbudda. That would give a total distance of 120 miles, with only one break at Nerbudda. The remainder of the line into Bombay he had every reason to hope would be open from Bombay to Ahmedabad by the close of 1861. They would then have a complete line through a rich and populous country, and one which he thought must pay uncommonly well. He would remind them that for a long time past this line was considered by many persons to be impracticable, running, as it does, along the seaboard, and meeting in its course various rivers, some of

them of great extent. The Nerbudda required a bridge of 60 spans, each of 60 feet, and that was considered an impracticable river; but as an instance of the rapidity with which the works were prosecuted, he might mention that from November to March last the river Taptee had been bridged with 30 spans of 60 feet each, and the superstructure completed as well. He was sure the meeting would be glad to hear the opinion of their works which had been expressed in a letter received from Colonel Edwin Evans, dated April last. He stated:—

"I stayed here (Surat) nearly twenty-six hours, examining with great interest the noble bridge now in course of construction. I cannot tell you how delighted I was with the screw piles. Their appearance is, in the first place, most classical, as they form beautiful Doric columns. Then, their strength, durability, and the admirable way in which they are now screwed, all excited my surprise and wonder. The Nerbudda viaduct will be a most magnificent work when completed; and I think there is every prospect of most if not all the piles being down before the monsoon."

Journal of Mercantile Law.

AGENCY: MERCANTILE INSTRUCTIONS: RESPONSIBILITY OF AGENTS.

An interesting case was decided at the June Term of the New York Court of Appeals, involving the application of the general principles of the law of agency. The plaintiff sought to make the defendants, who were their agents, liable on the ground of having departed from their instructions in prematurely selling a quantity of flour consigned to them in England.

At the trial of the cause a verdict and judgment was rendered in favor of the plaintiff, from which the defendant appealed to the Court of Appeals, asking for a new trial on the ground of error committed by the court below. The following is the opinion of the Court of Appeals, reversing the judgment of the court below and ordering a new trial.

DENIO, J.—The case turns very much upon what is to be considered the true meaning of the letter of June 27, 1846. In that letter the plaintiffs expressed their desire that the cargo of flour in question should be withheld from the market until the operation of the new corn law should have produced its results, The direct effect of the law was greatly to reduce the duty upon wheat and flour imported into the United Kingdom. Its operation upon the owners of flour then lying in bond at the British ports, and of such as should thereafter arise, would be to give them a more advantageous competition with the holders of domestic flour by the amount of the reduction of the duty. If they sold their flour free of duty, or in other words, if they paid the duty themselves, they could sell at a smaller nominal price in consequence of the reduction of the duties and yet realize larger profits on the sales. The price of domestic flour must always be a material element in determining the market of the imported article, as the two classes of produce immediately come into competition in the English markets. The revenue duties may be looked upon as parcel of the expenses of foreign shippers of flour and are of the same character so far as this question is concerned, as the freight or insurance. It is for his interest to have them fixed at the lowest rate. Hence the plaintiffs regarded the corn law for the reduction of the duties as a market advantage in their favor which they were desirous of realizing the benefit of. But they saw also what was sufficiently obvious, that this advantage might be neutralized at least, if not more than balanced, by the great accumulation of imported flour remaining in and awaiting the new parliamentary measure which, in the event of a passage, would be released at the anticipated low duties, and thrown upon the market in competition with their own flour taken out by the Nicholas Biddle, and producing what is termed a glut in the market The object of the instructions of the 27th June plainly was to guard against this state of things. The plaintiffs said to the defendants in effect, we desire to have the benefit of the new law, which we trust will pass, but we fear that if our flour is sold when the first introductions for competition take place immediately upon the passage of the bill, we shall lose the advantage. We desire, therefore, that it may be withheld from the market until the operation of the new law shall have produced its results, in other words we wish to have the benefit of the new law, unqualified by the consequences of the glut in the market which we foresee will take place immediately after its passage. But there were other circumstances which it was foreseen would enter into the state of the market, the most material of which was the approaching harvest in the United Kingdom, which must always have a material influence upon the price of breadstuffs in the market of that country, as it is well known they have for the same reasons in the markets of countries which export grain. The plaintiffs, therefore, did not direct the defendants to withhold their flour from market for any definite period, which, if they had done, the defendants must have obeyed the direction at their peril, nor did they require that it should be kept out of market until any particular amount of diminution of the stock released from bond should have been realized, but they chose to express their desire in very general terms. They wished their flour to be held until the operation of the new law should have produced its results. This, of course, cast upon the defendants the duty of determining, under all the circumstances bearing upon the question, when the period referred to should arrive. This would not depend wholly upon the degree to which the old stock of imported flour should have been reduced, but also upon the prospect of the domestic corn. It was no doubt implied that the flour was not to be sold until the stock of imported flour existing when the law should pass should have been materially reduced by consumption, though the direction is not to that effect in terms, it is recited as a belief of the defendants that a reduction would cause an improvement in the market, as it obviously would, if not met by counteracting circumstances; we are to determine, therefore, whether, upon the construction which has been given to the letter, the defendants departed from the instructions contained in it by selling flour on the 4th August, supposing it had all been sold on that day. The act took effect as a law June 30, and immediately all the flour then in bond was released by the payment of the reduced duties, and that subsequently arriving was entered and the duties at once paid. The holders immediately became free sellers. The demand from this country was large and freely met. These sales were for consumption, not a speculation. They were, therefore, the kind which were referred to in the plaintiff's instructions. They operated to reduce the stock in bond at the time the act passed, but the evidence does not furnish any means of ascertaining the amount positively of such reduction, or how far it was balanced by fresh importations, though it appears that the quantity on hand continued to be large. While this State of things was going on, the plaintiff's letter was received on the 12th of July, and about a week after, on the 18th, the vessel with the flour arrived. It should be remembered that when the letter was written it was not known in New York that the act had passed. In fact it received the sanction of Parliament the same day on which it was written. The letter looked to the passage of the act and not to the arrival of the flour, as the time when the reduction referred to would commence. So far as the plaintiffs knew it might not become a law until after the flour should have arrived. Indeed, they were not certain that it would become a law at any time. What they chose to forbid (if the letter is to be looked upon as peremptory) was that their flour should not be thrown upon the market in competition with the mass which would be on sale immediately upon the passage of the act. Now the sale of the first parcel of the flour was made five weeks after that point of time. During all of which interval sales were being constantly made for consumption. In the opinion of the Superior Court, at General Term, the letter is construed as though the defendants were forbidden to sell until the stock of flour should be reduced, by consumption, after the arrival of the Nicholas Biddle, and it is reasoned that as it was sold soon after that time it was not withheld from market for any period. The charge, I think, contains the *same* idea as to the construction of the letter. But, upon that construction the defendants would be obliged to withhold the flour from market, though, when it arrived, the effect of the law had been fully ascertained. The meaning of the letter plainly is, that the plaintiffs did not wish the flour sold during the existence of the glut which it was anticipated would prevail upon the passage of the act. In my opinion the defendants were not, on the 4th of August, restrained from selling the flour by instructions contained in the plaintiffs' letter. The market had been working for five weeks under the influence of the law. The letter had fixed no period for the continuance of the experiment, and the defendants were left to determine whether the time had arrived when it would be for the plaintiffs' interest to have the property disposed of in the view of all the circumstances of the case. They were, nevertheless, bound to the exercise of good faith, and of the prudence and skill which agents to whom the property of others is entrusted are always obliged to employ, and that was the extent of their obligation. That the view is correct is apparent from the plaintiff's own letter of July 31. This was written, it will be remembered, four days before the first parcel of flour was sold. In that communication the defendants say, "we suppose that ere this the crop of wheat has been ascertained as to its probable yield, and the grain and the flour conformed to such result, we, therefore, ask you to exercise your discretion in effecting sales for us." As this letter was not received until after the last sales of flour, it cannot be used to dis-

pense with any instructions binding upon the defendants when the sales ware made, but it affords evidence that the plaintiffs considered that the result of the English harvest was a material element in determining when the market would have attained the equilibrium which it was supposed would be temporarily disturbed by the large entries for consumption immediately upon the passage of the act. This was precisely the view which the defendants appear to have taken of the case when they made the sales. The grain circular of the third of August which the plaintiffs gave in evidence, declared the harvest as progressing favorably and the weather was remarkably fine. Then it was proved affirmately on the part of the defendants that no improvement in the price of flour resulted from the passage of the corn law at any time during the year 1846.

Upon the question whether the defendants had violated their instructions, the burden of proof was upon the plaintiffs. All the material testimony bearing upon the subject was produced by them. There was no question of credibility to be determined by the jury, for the evidence was not in any respect contradictory. Thinking, as I do, that there was no evidence tending to show that the defendants sold the plaintiffs' flour prior to the time when the operation of the new corn law had produced its results so far as those results affected the price of flour, I think the Judge erred in submitting it to the Jury to determine whether there had been such breach of instructions.

Upon the second question, whether, leaving out of view the alleged instructions, there was evidence upon which the defendants could be charged with a breach of duty in selling the flour at the time they did, and for the price which was obtained, I think there was an equal defect in the evidence. In the first place, it was proved that all the large holders of flour were freely selling at the price which then prevailed, and that the defendants themselves were among the sellers. On the 6th of August they sold 3,000 of their own flour at a less price than that which they obtained for the plaintiffs. It was shown that all the indications were in favor of an abundant domestic harvest, and no immediate improvement in prices was looked for among the dealers in breadstuffs in that market, the prices obtained were the market prices prevailing at the time of the sales, and for some time afterwards, the plaintiffs' flour, was a damaged article, and liable to further depreciation if kept on hand. The subsequent extraordinary rise was owing to causes wholly exceptional in their character, which were not so far developed when the sales took place as at all to influence the market; and could not have been anticipated with any degree of sagacity. In looking at the case after the event, we can see that if the defendants had refrained from selling, the adventure would have resulted quite differently as regards the plaintiffs. They would have realized large gains, instead of having suffered a loss, but it would not have been owing in any degree to the corn law.

It seems plain to me that there was not the slightest reason in the evidence to impute blame to the defendants, and that there was nothing for the jury to deliberate upon. If these views prevail with my brethren, the judgment must be reversed and a new trial ordered.

Railroads in Cuba.

As stated by us a few weeks since, there are now finished and in course of construction, 27 different railroad lines, comprising altogether 1,215,522 kilometers (about 818 English miles) of which some 500 miles are in full operation. The principle line, the first ever constructed, extending from Havana to La Union, was commenced in 1835; That from Cardenas to Macagua in 1838; and the Jucaro road in 1839. All the rest have been traced and commenced since 1840. We copy the following list of Cuban lines and the remarks thereon from the Havana *Messenger*:

Havana to La Union, with two branches, Cardenas to Macagua, Cardenas to Jucaro, Matanzas to La Isabel, with one branch, Regla to Guanabacoa (horse cars), Matanzas to Bemba, Caibarrian to S. Andres, Cienfuegos to Sagua, Carahatas to Quemados de los Guines, Trinidad to Sancti Spiritus, Macogna to Trinidad, Mallorquin to Macagua, Sagur la Grand line, Havana to Matanzas, Guines to Matanzas, one branch, Havana City Railway, Guanabacoa to Cojimar, Havana to Pinar del Rio, one branch, Havana to Marianao, Pinar del Rio to Coloma, Sancti Spiritus to port Las Tunas, Nuevitas to Puerto Principe, Cobre (copper mines) to Punta de Sal (at St. Jago), Guantanamo railroad, St. Jago to Ste. Cristo, branch from Ste. Cristo to Maroto, branch from Maroto to Sabanilla, San Miguel to Baga (Puerto Principe,) the Caney branch, belonging to the line from St. Jago to Sabanilla.

With the assistance of a good chart of the Island, it will easily be seen at a first glance, than when all these lines are finished and in operation, the principal and most important cities and districts of the Island will be connected and all the lines together will form a sort of grand central trunk, extending its branches to both coasts.

We are most happy that we are able to state that the work on the principal lines not yet finished is progressing rapidly, and that a system of solidity and durability in the manner of constructing has been recently adopted, which, unfortunately, was overlooked to a great extent in the earlier part of Railroad building in this Island. Some arrangements have been entered into recently, between the Havana and the Regla and Matanzas Railroad Companies, that will tend to avoid great expenditures in a double line running almost parallel to each other in a portion or section between this and Matanzas, and from what we have been able to glean in different directions, we are fully persuaded that the future constructions of Railroad Lines in this rich and flourishing Island, will be conducted in the manner best calculated to promote both public and private convenience.

Coal Burning Engines on the New York Central Railroad.

Statement of six months' operations with five coal burning engines upon the Albany and Schenectady division of the New York Central Railroad:

DESCRIPTION OF ENGINES.

No. 18, built on the road, for coal burning, in 1859; has a combustion chamber 4 feet long, with 176, 1 5 8th inch tubes 8 feet long. Fire-box of Low Moor iron 5-16 inch thick, with 3.5 inch water-space. Cylinders 14 × 24 inches, driving wheels 56 inches.

No. 199, built at the Schenectady Locomotive Works, for wood burning, cylinders 16 × 22 inches diameter of driving wheels 56 inches.

No. 56, built at the Schenectady Locomotive Works, for wood burning, cylinders 16 × 22 inches, diameter of driving wheels 50 inches.

No. 20, built on the road in 1859, for wood burning, and as a helper up the grade in connection with engine No. 67, cylinders 14 × 24 inches, diameter of driving wheels 48 inches.

No. 67, altered from a wood burner to a coaler, the alterations are the Hopper grate with brick arch in the furnace. Single exhaust pipe 4 inches diameter, with an open stack similar to the English.

NUMBERS OF ENGINES AS ABOVE DESCRIBED.	18.	199.	56.	20.	67.
Miles run	13,946	10.264	13,644	14,800	9,050
Cars drawn	3.067	2,026	3,185	-----	----
Coal used, lbs.	578,900	----	----	-----	264,460
Wood used, c'rds	------	367	571.5	555	----
Cost of coal	$1,418 30	----	----	-----	648 13
Cost of wood	213 95	1,385 91	3,121 55	2,048 16	200 79
Cost per mile for all fuel	12.09	13.50	15.55	13.84	9.38
Cost per mile for repairs	3.61	9.84	2.95	1.27	5.32

Wood rated at $3 84 per cord, and coal at $5 00 per ton. Taking the cost as wood as on the division above only, would give about fifty per cent. of fuel saving in favor of coal; and taking the lowest rate of wood, twenty-five per cent. in favor of coal; and this is the comparison with freight engines.

As to the comparison of wood and coal in the same engine, we have the following: No. 67, with the common grate, and burning wood at $5 00 per cord, ran from August to September, 1858, 9,700 miles with 250 cords of wood, costing $1,750, or 18.04 cents per mile. After being fitted with Jones and Stevenson's hopper grate, with coal $4 90 per ton, the engine ran in the same months as above, in 1859, 8.880 miles, using 224,550 lbs. of coal, costing $599 15, or 6.87 cents per mile. The wood used for kindling during the same time cost $197 50, or 2.22 cents per mile; making the total fuel cost per mile 9.09 cents. This engine is used as a helper upon the steep grades; its dimensions are: Cylinders 17 × 20, six 4 feet driving wheels and four 26 inch truck wheels; furnace, 48 × 39 × 60 inches; 148 two inch copper flues 12.5 feet long; weight of engine 62,000 lbs., tender 40,000 lbs., total 102,000 lbs. The experiments made in January showed the average evaporation to be 9,25 lbs. The hopper grate as applied to these engines has been made to burn Authracite coal; with what success is not reported.

A New Steam Passenger Car.

A new steam passenger car, "The Novelty," has just been put upon the Western Division of the Pennsylvania Central road. The Pittsburg *Chronicle* thus speaks of it:

The car is built pretty much after the fashion of the cars used on the Birmingham Passenger Railway, and in exterior appearance differs but little from those vehicles. It is twenty-five feet long, and will easily accommodate forty passengers. The seats are arranged in the same manner as in the street railway cars, and are exceedingly well finished and comfortable. Some six feet of one end of the car is partitioned off, and here is placed the engine, through which the vehicle is moved. It is but four horse power, and on a level grade the car makes thirty miles per hour, and on an ordinary grade will easily accomplish twenty or twenty-five. But if its speed with such an engine be extraordinary, the inconceivably small quantity of fuel it consumes is even more so. With two bushels of coal, which may be had at a cost of seven cents, it will run one hundred miles! This shows with what advantage cars of this description might be introduced on our passenger railways, and furnishes the most convincing evidence of the cheapness of steam as a motive power, even on such lines, when compared with horse flesh.

The machinery is not observable at all from the outside, nor is there anything in the appearance of the car to denote that it is worked by steam, beyond a delicate little smoke pike ascending through the roof, which might be easily mistaken for a stove pipe. The trip occupied us some six hours, including various delays at the different stations along the road, where the car was an object of the greatest curiosity, and attracted crowds of wondering spectators. The "Novelty" is the first car of the kind ever built, and judging from its performance we set it down as a decided success. It is intended for the accommodation of pic nic and pleasure parties, a service for which it is admirably adapted.

Export of Breadstuffs.

The following is a table of the exports of breadstuffs from New York to foreign ports for the first half of the current year, compared with the same period last year:

	1859.	
Flour, bbls.	301,475	$1,966,679
Wheat, bush.	18.316	25,466
Corn, bush.	100,066	96,954
	419,857	$2,099,099
	1860.	
Flour, bbls.	500,407	$2,914,395
Wheat, bush.	1,278,718	1,627,878
Corn, bush.	1,240,529	919,081
	3,019,654	$5,460,854
	419,857	2,099,099
Increase	2,599,797	$3,861,755

—*Boston Transcript.*

Prince of Wales' Canadian Car.

The car fitted up by the Grand Trunk Railway Company for his Royal Highness the Prince of Wales is now in Toronto receiving its finishing touches at the hands of Messrs. Jacques and Hay. A great deal of ingenuity as well as taste has been exercised in its construction. On the outside it varies in no respect from those used in ordinary by the company, but once inside, and a great difference is seen. The car itself is divided into five compartments. The first is intended as a sitting room for the Prince and the noblemen accompanying him, and is fitted up with every possible convenience. In it there are five large arm-chairs and two sofas covered with dark morocco. The centre is occupied by a small table, on which stands a lamp. A large mirror, a rack for books, and an exceeding beautiful chronometer, hang from the sides. The ceiling of the car is of the finest birdseye maple, divided into panels by strips of gilded moulding. Contrasting with this are the sides of the carriage of dark walnut, also relieved at regular intervals by ornamental gold work. Over each panel, running round the entire room, are placed carved and gilt imitations of the Prince of Wales' crest, bearing the motto "Ich Dien," worn so many years ago on the field of Cressy. The appearance of the room, though exceedingly pleasing, is free of anything like gaudiness or of overstrained display. Entering the next compartment we find it smaller in width than the proceeding one, owing to the fact that allowance had to be made for a passage whereby to communicate with another room at the further end of the car. It is fitted up with many conveniences. Over the roof is placed a large cistern, a pipe from which descends into a filter, communicating with a tap rising from a marble-topped table. The pipe, by being arranged in the same way as the worm of a spirit still, is made to pass through a large quantity of ice, that a supply of cool water may be obtained. Near by this arrangement is a small wine closet and set of drawers, in which are arranged a number of plates and dishes suitable for use under such circumstances as it may be expected they will be used. Accompanying the china are knives and forks and silver spoons—sufficient altogether for twelve persons. The furniture here is all of black walnut. The next two compartments are state rooms, with a couple of beds in each. The washing-stand and dressing table are fitted with marble tops. Mirrors hang from the walls, and various contrivances for holding brushes, towels and clothes are also supplied. The last compartment in the car we suppose is intended for servants. It is supplied with a lounge, and the sides and ceiling are fitted up with much the same description of work as in the first mentioned room. The doors are each supplied with plate-glass panels, engraved with the rose, shamrock and thistle. Very great care has been taken to secure proper ventilation. The invention of Mr. Sheriff Ruttan has been called into requisition, and a contrivance adopted by which the air, after having passed through a cistern of water, where it is cleansed from dust, is admitted into the car through a number of registers. Further to prevent the dust finding admittance, frames of network have been provided, fitting in windows, which may thus be opened without inconvenience. The cost of the car, which must be large, we are unable to State. —*Toronto Globe, June 2.*

Cleveland and Toledo Railroad.

The Cleveland and Toledo Railroad Company, under the superintendence of L. D. Rucker, exhibits for the past year a most favorable statement as regards the condition of the road and its equipment and the close economy of its working expenses. Although the year's business has been light compared to some previous years, the full working expenses have been only about 44 per cent. of the gross earnings—including the expenses on the Northern Division—which, if deducted, would show the expenses on the main through line of the Cleveland and Toledo Railroad Company, about 42 per cent. of the earnings. The track as a whole is in excellent order, and portions cannot be excelled in the country. The equipment is ample and in first rate condition; and, better than all, not a single accident has occurred during the year to passengers or employees. We doubt if any road in the country doing a similar business to the Cleveland and Toledo, can show so low a per centage of working expenses, unless by sacrificing the road itself. So far from this being the case on the Cleveland and Toledo, the road and machinery is now in better condition than they were a year ago. Superintendent Rucker is entitled to great credit for his careful management of the important trust committed to him.—*Cleveland Herald.*

Mileage Tickets on the Reading Railroad.

On the first of July, the Reading Railroad issued mileage tickets at a discount of twenty-five per cent. entitling the holder to travel two thousand miles at any time, in the cars of the company, between any of the stations. Thep rice of the ticket is $45, and we should think business men, who have much traveling to do in the region traversed by this excellent road and its branches, would find the arrangement an economical as well as convenient one.—*Pottsville Mining Record.*

The Pensacola and Georgia, and Savannah, Albany and Gulf Railroads.

The following resolution in reference to the connection of these roads, was passed by the Directors of the Savannah, Albany and Gulf Railroad, at their meeting on the 9th ult.:

Resolved, That this company will accept the proposition contained in the letter of President Houston, of the date of May the 4th, for a connection between the Pensacola and Georgia Railroad and the Savannah, Albany and Gulf Railroad, on a line east of the Allapaha river; provided the Pensacola and Georgia Railroad Company will give guarantee to this company that there shall be no discrimination as against freights or passage destined for the Savannah, Albany and Gulf Railroad; and upon the further condition, also, that the point at which the said railroad connection shall terminate on the line of the Pensacola and Georgia Railroad shall be the initial point of any extension which the Pensacola and Georgia Railroad Company, or its assigns, may construct in a southern or south-easterly direction, with a view to a junction with the Florida Railroad, or other roads terminating at Tampa Bay or other southern seaports on the Peninsula of Florida.

We are informed that the Directors of the Pensacola and Georgia Railroad Company have approved of the action of President Houston, and have authorized him to make all necessary arrangements to carry into effect the proposed connection on the basis of the resolution of the Savannah, Albany and Gulf Company. If this connection is accomplished, it will subserve the real interest of all parties west of the point of junction, and at the same time it will accommodate all those east, who may desire facilities for reaching Savannah. But more than all, the point of junction will become the initial point of an extension looking to Tampa Bay or any other point as a terminus on the Peninsula.—*Tallahassee Floridian.*

South-Austrian and Lombardo-Venetian Railway.

In the London *Times* City Article of the 4th ult., appeared the following notice of the above company:

"A second communication has been received on the working of the South Austrian and Lombardo-Venetian Railway. After referring to the increase in the receipts for the first three months of the present year, contrasted with 1858, (1859 being left out of the comparison as exceptional on account of the Italian war,) it states that the reserve has been raised from £40,000, the amount fixed by statute, to £223,000. With regard to the cost of the lines not yet finished, it is pointed out that, except on the Carinthian portion of 108 miles, where numerous engineering works will raise the outlay to about £17,000 a mile, the expenditure on the other 290 miles of the Hungarian system will be less than £9,000 a mile. The Croation line of 84 miles is calculated at about £9,200 a mile. These figures are, it is said, among the most moderate estimates for railway works, and will enable the transport at corresponding low rates of the wines, cattle, cereals, and other produce from Hungary and the Eastern provinces of Austria to the outlet of Trieste. Three sections alone will be costly—that of the Tyrol line across the Alps and two portions of the Bologna line across the Apennines. The latter, however, offers the great advantage of connecting Tuscany and Leghorn with the Lombardo-Venetian system, while the former will connect the various ports of Italy with Southern Germany."

Troy and Greenfield Railroad.

The State Engineer, Col. Ezra Lincoln, has decided upon the connection of the Troy and Greenfield Railroad with the Vermont and Massachusetts road at Greenfield, according to the original survey at Cheapside. This settles the question so far as these two roads are concerned. The Vermont and Massachusetts road will furnish the frogs to make the connection, and convey the stone to Green river, for the bridge abutments. The road will be completed to Shelburne Falls in one year, and to the tunnel in eighteen months.

Anthracite Coal Trade.

The following abstract of company reports shows the coal tonnage for the season, as compared with last season to the same dates:

Roads.	Season.	Last Season.	Inc.
Reading, July 1	961,208	834.606	126,601
Schuylkill Nav., July 1	501,611	526,753	24,857
Lehigh Nav., June 30.	402.140	375,996	26,143
Lehigh V'ley, June 30.	421,826	305 650	111,175
Del. and Lack June 30.	475,545	367.834	107,708
Broad Top, July 4	93,023	61,352	34.670
Sha'kin V'ley, June 30.	80,103	66,377	18,726
Trevorton, June 30	46,101	....	....
Lykens V'ley, June 30.	60,979	38,869	22,110
Barclay R. R. June 30.	10,340	8,651	1,630
Del.& Hudson, June 23.	323,354	370,154	....
Total	3,436,200	2,956,242	475,671

Northern Central Railway.

The Harrisburg (Pa.) *Telegraph* says:—"Since March, 1859, there has been laid on this road thirty-two miles of rail of the best quality of 60 lbs. to the yard. The whole distance from Baltimore to York is fifty-nine miles, thus leaving but twenty miles to be laid, which is being done as rapidly as possible. The road from York to Harrisburg is comparatively new and in first rate order, and from Harrisburg to Sunbury altogether new. From Baltimore to York it is being ballasted with stone, so that, in a short time, it will be as solid and smooth as the Pennsylvania Railroad."

Pacific Railroad--Southwest Branch.

We learn that a further extension of this road has been made, the trains running through to Jamestown, 66 miles from Franklin, and 103 from St. Louis. The work is being vigorously pushed between Jamestown and the mouth of the Little Piney, 127 miles from St. Louis—the company being determined to reach that point with the track in March next. Beyond the Piney, the contractors are at work at the tunnels and several of the heavy sections in Pulaski county. We hear that the Postmaster General has ordered a daily mail to be transported over this route, and that the service will be commenced immediately.

Little Rock and Fort Smith Railroad.

The Van Buren (Ark.) *Press* says that the grading in Crawford Co. for this road is progressing as fast as the means of the company will warrant. As soon as the water in Arkansas river rises sufficiently the iron and cars now between Van Buren and Napoleon, will be taken up, and the track-laying be commenced opposite the former place.

Cincinnati and Chicago Railroad.

We learn that the construction of this road is progressing rapidly. Between Valparaiso and the crossing of the New Albany and Salem Railroad, some 11 miles, the iron has all been laid. Thence to Logansport, a distance of about 48 miles, the work is progressing at the rate of nearly half a mile per day, with a good prospect of getting the line in running order early in the fall. The company have made a running contract with the Pittsburg, Fort Wayne and Chicago Road, by which the latter is to take the trains into Chicago from Valparaiso promptly upon their arrival at the latter point.

Malden and Melrose Railroad.

The following gentlemen have been elected directors of this road for the ensuing year: Joseph F. Boyd, Charlestown; M. M. Rice, Boston; R. E. Demmon, Somerville; Wm. J. Eames, Malden; Charles E. Powers, Charlestown; John E. M. Gilley, Chelsea; John H. Blake, G. W. Palmer, Boston; E. F. Hodges, Roxbury. The financial condition of the company was represented to be good, the receipts of the road showing a continual increase. The question of a dividend was to be decided in a day or two. The probability was that one would be paid. Charles E. Powers, of Charlestown, was elected treasurer of the corporation.

York and Cumberland (Me.) Railroad.

The franchise of this company, and the right in equity to redeem the same, have been sold on execution for $7,076 89. At the same time were sold all the right in equity which the Company had to redeem their depot grounds, and other grounds in the vicinity. These brought $400. The road will now pass into the hands of the mortgage bondholders, and be extended.

Madison and Indianapolis Railroad.

The Directors and Officers of this road for the current year are as follows:

President, F. H. Smith.

Directors, Nathan Powell, W. M. Dunn, J. B. McChesney, P. McMartin, E. H. Miller, J. Ferguson and F. H. Smith.

Treasurer, T. P. Smith.

Superintendent, D. C. Branham.

Secretary, Thos. Pollock.

Bethlehem Rolling Mill.

The stockholders of the "Bethlehem Rolling Mills and Iron Company," met for organization on the 14th inst., and after performing the requirements of the charter, proceeded to the election of seven Directors. The following gentlemen were chosen for one year: Hon. A. Packer, Mauch Chunk; Edward Roberts, Philadelphia; J. S. Johnston, New York; John Knecht, Saucona; Aug. Wolle, Chas. B. Daniel, Chas. W. Rauch, Bethlehem.

We are pleased to see that the indefatigable labors of those engaged in the enterprise have eventually been crowned with success; and are happy to state that the erection of the works is now in contemplation forthwith, under the superintendence of John Fritz, Esq., who has been for a number of years Superintendent of the "Cambria Iron Works," at Johnstown, Pa. $150,000 have been subscribed, and the company will in all probability increase the subscription list to $200,000.—*Bethlehem Advertiser.*

Pacific Railroad of Missouri.

The following information in reference to the progress being made on this road, is from the President of the company. He says:

The road will be opened to Otterville by the 15th of the ensuing August, and I have tangible evidence that we will have the rails for the road to Georgetown, in Pettis County, (Sedalia,) to lay the same, and open up the road to Sedalia by the 15th of November. Moreover, I shall put under contract *immediately the heavy sections about the Big Muddy*, and the whole road, before long, to Knob Noster.

I see no great difficulty in opening up the road to Warrensburg by July, 1861, and, on behalf of the Directors, I trust all rumors to the contrary will not be heeded.

Southern Pacific Railroad.

The Marshall *Republican* has a letter from Col. Todd, which contains the following in regard to this road:

The friends of the Southern Pacific Railroad have no reason to be discouraged by the proceedings in Congress. The company has ample resources to proceed rapidly with the work, which in that event will render more than $400,000 worth of subscriptions available, and these with the $150,000 to become due under the loan bill, after twenty-five miles are graded, will place this great enterprise beyond any contingency of personal influence, and beyond any indispensable necessity for Congressional aid. The completion of twenty-five additional miles by the 1st of January next, and another twenty-five miles in process of construction, will have a decided influence at the next session of Congress, and will effect what is of transcendent importance, that of rallying to the support of the company the cordial feelings of Texas.

Panhandle Railroad.

From the Wellsburg *Herald*, we learn that engineers passed through that town last week, en route for Wheeling, surveying the projected extension of the Panhandle Railroad. In referring to this fact, the *Herald* says:

The present movement is by the Pennsylvania Railroad Company, under provision of the act of the Legislature of last winter, granting the right of way from Pittsburg to Steubenville, with bridge, &c., and requiring them to connect with Wheeling, either by way of the Hempfield route, or by way of this town, and to make a railroad bridge over the Ohio at Wheeling, on the conditions as laid down in the law. The company has accepted the conditions, and gone to work; and the question now is, which of the two routes to select. It is said they have selected the site of their new bridge at the upper end of Wheeling Island, availing themselves of the high grounds on this side. The company will be governed altogether by considerations of practicability and economy, without much favoritism, and the indications are that on such considerations the Wellsburg route will be adopted.

Mobile and Ohio Railroad.

We learn that the tract is being rapidly laid on this road between Okolona, Mississippi and Jackson, Tennessee. The rails are being laid both ways, and have reached a distance of about twelve miles north of Okolona and about sixteen miles south of Jackson. There remains yet about 95 miles of track to be laid, which, we are informed, will be finished by the end of the year.

San Antonio and Mexican Gulf Railroad.

It is said that this company have succeeded in purchasing in Boston, 2,000 tons of iron rails, sufficient to lay the road from Lavaca to Victoria.

Union Springs Railroad.

We learn that a portion of the iron for this road has been received in this city.—When it is considered but a few short months have transpired since the first earth was turned in the commencement of this important work, it speaks well for those who are pushing it forward that track-laying is so near at hand as to demand the presence of the iron. It is an earnest that the enterprise will be pushed vigorously through, and the road completed at an early day.—*Montgomery, Ala. Adv.*

Council Bluffs and St. Joseph Railroad.

The *Council Bluffs Bugle* of the 6th instant, says: "The work on the Platte county road is progressing rapidly northward from St. Joseph.—Track laying is going on at a rapid rate between St. Joseph and Savannah, and the work of grading is going on between Savannah and Forest City, to which place it is expected the road will be finished by the first of November. That will bring the road within one hundred miles of us, and the finishing of our road, which is to connect with the Platte county road at the State line, to Pacific City, will reduce the distance eighteen miles more."

Lake City and Suwannee Railroad.

This company organized a few days ago, by the election of the following Directors, viz: Gen. Wm. B. Ross, C. A. Huntington, Jesse S. Wood, S. L. Niblack, Col. W. M. Ives, Dr. A. R. Bexley and M. Whit Smith. Subsequently, the Directors held a meeting, and unanimously elected Gen. Wm. B. Ross, President.

Quietly as has this apparently little enterprise moved on, it is, nevertheless, a work of much importance, and we shall not be surprised, if, when completed, it turns out to be a paying investment. That vast and fertile region known as the valley of the Suwannee, including the County of Lafayette, and the South-western portion of Columbia, will find an immediate and available outlet by this road, and should rally to the aid of these engaged in its construction.—*St. John's Mirror.*

Clinton Co., (Ind.) Road.

The farmers and merchants of Clinton county, Ind., are building a branch road from Colfax station on the Indianapolis and Lafayette road, which will penetrate the heart of that county and enhance the market value of every kind of export. The track is already graded, and but a small amount is needed to enable the Directors to purchase the iron. The line will probably be operated by the Lafayette and Indianapolis Company. Colfax station is 21 miles from Lafayette, and 43 from Indianapolis. Frankfort is the county seat of Clinton county, and is a growing town.—*Cin. Com.*

Rolling Mill at Peoria.

J. M. Crawford & Co., of Peoria, propose to build a rolling mill in that city worth $75,000, if the citizens will subscribe $25,000 of the amount. The *Transcript* strongly urges upon the people of Peoria a ready compliance with these terms.

Railroad Earnings.

The Hudson River Railroad earnings for June

1860, were	$129,996 34
June, 1859	115,444 13
Increase	$14,552 21

The earnings for the month of June for three years past were:

June, 1858	$95,219 28
June, 1859	115,444 13
June, 1860	129,996 34

The earnings of the Michigan Southern Road since the commencement of the fiscal year compare as follows:

	1859.	1860.
March	$143,025 45	$173,533 89
April	145,258 39	193,995 56
May	138,084 14	179,987 75
June	122,785 48	138,344 83
Total four months	$549,763 46	$685,868 03
Increase		$136,104 57

The earnings of the Galena and Chicago Union Railroad for the month of June were:

	1859.	1860.
From Passengers	$74,289 01	$58,862 75
" Freight	32,184 15	26,466 59
" Mails, etc.	4,193 13	4,000 00
Total	$110,566 29	$89,309 34
Decrease		$21,346 95
Corrected earnings for the previous month		$115,505 50

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for the month of June, 1860, compared with the same month of last year:

	1859.	1860.
Passengers	$12,520 94	$11,923 77
Freight	26,254 68	31,270 58
Other sources	1,686 86	1,839 53
Total	$40,462 48	$45,033 88

The earnings of the Cincinnati, Hamilton and Dayton Railroad, for May, 1860, were, $47,081 70
Approximate do. for June 47,606 51
Earnings C. H. & D. R. R. for May, 1859, $40,280 19
Approximate do. for June, 1859 42,086 23

The earnings of the Chicago, Burlington and Quincy Railroad Line for June were:

	1859.	1860.
Freight	$78,903 10	$120,153 42
Passengers	41,706 57	37,440 63
Mail and miscellaneous.	3,772 24	6,219 05
Total	$123,381 91	$163,813 10
Increase		$39,431 19

The following are the earnings of the Great Western Railway for the week ending June 29th, 1860:

Passengers	$17,542 21
Freight and live stock	10,669 89
Mails and sundries	1,352 74
Total	$29,594 34
Corresponding week of last year	30,952 66
Decrease	$1,358 32

The Macon and Western Railroad earnings in June, 1860, were:

Passengers	$11,070 04
Freight	13,451 42
Mail	838 50
Total	$25,359 95
June, 1859	22,654 75
Increase	$2,705 21

Annexed are the statistics of the Illinois Central Railroad traffic:

EARNINGS.

	1st 6 months.	2d 6 months.	Year.
1856..	$972,328 60	$1,462,549 99	$2,434,878 59
1857..	1,067,808 60	1,226,155 97	2,293,954 57
1858..	905,653 09	1,070,925 48	1,976,578 52
1859..	857,425 51	1,249,956 41	2,107,381 92
1860..	1,174,508 88	.....	.....

Land Department.

Acres Construction Lands sold	3,492.27	for	$58,157 43
Acres Interest Fund L'ds sold	560.00	"	6,812 20
Acres Free Lands sold	376.32	"	5,847 19
Total sales during the month	4,428.59	for	$70,816 82
To which add Town Lot sales			463 20
Total of all			$71,280 02
Acres land sold since Jan'y 1, 1860	16,748.82	for	$285,084 83
Acres sold prev'sly	1,237,237.56	"	15,735,837 02
Total	1,254,009.37	for	16,000,922 95
Construction Bonds canceled in June, 1860			$31,500 00
Construction Bonds canceled previously			1,453,000 00
			$1,484,500 00
Free Land Bonds canceled in June, 1860			$5,000 00
Free Land Bonds canceled previously			200,000 00
			205,000 00
Total Bonds canceled up to June 30, 1860			$1,689,500 00
Cash receipts in June, 1860			$50,905 92
Total cash and bonds received to June 30, 1860			$3,579,906 17

Traffic Department.

Receipts from passengers		$57,938 61
Do.	freight	115,993 05
Do.	mails	6,358 24
Do.	rent of road	5,562 00
Do.	other sources	3,695 56
Total receipts for June, 1860		$189,547 55
Do.	do. 1859.	145,825 48
Increase		$43,722 07
Total receipts since Jan. 1, 1860		$1,174,508 88
Do.	correspond'g period,'59	857,425 51
Increase		$317,086 37

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 21 miles of sidings, 113 engines, 2,456 cars; funded debt, $18,311,500.

The earnings of the Pittsburg and Connelsville Road during the month of June were $44,745, an increase of about $13,500 over last year.

The tolls received on all the Canals of this State, in June, 1860, were $376,263 00
Do. in 1859 210,327 76
Increase in 1860 $165,935 24
Whole amount of tolls received from the opening of navigation to and including the month of June, 1860 $785,832 33
Do. in 1859 483,744 00
Increase in 1860 $302,088 33

The business of the Connecticut River Railroad for the first half of the current year, viz: from Dec. 1 to June 1, was:

	1859.	1860.
Gross earnings	$118,750 03	$120,877 24
Operating expenses	61,874 88	65,281 90
Total	$57,875 15	$55,596 34

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad for June, 1860, compared with the same period of last year were:

	1860.	1859.
From freight	$82,909 17	$51,982 85
" passengers	63,506 44	66,219 05
" express	2,600 00	3,255 60
" mails	7,825 00	7,825 00
" rent of road	7,083 33	5,500 00
" miscellaneous	73 25	158 96
Total	$163,997 19	$134,941 46
Increase		29,055 73
E'gs Jan. 1, to July 1	$1,019,793 08	830,689 43
Increase		$189,103 65

The following is a statement of the traffic receipts of the Northern Railway of Canada for the weeks ending—

	June 16th.	June 23.
Receipts for the week	$8,581 07	$8,087 53
Corresponding week, 1859,	4,366 74	4,786 14
Increase	$4,217 65	$3,901 87
Total from 1st Jan., 1860,	$142,015 79	$153,103 32
Corresponding period of 1859	102,146 70	106,322 84
Increase	$18,869 09	$46,770 48

The net receipts of the Harlem Railroad Company for the month of June were:

1859	$89,239 09
1860	93,377 60
Net increase	$4,138 51

The receipts of the Chicago and Northwestern Railroad Comp'y for June, 1860, were, $18,024 74
June, 1859 27,851 00
Increase $20,173 73

The earnings of the Little Miami Road for June, compared with the same period last year were:

June, 1859	$87,458 04
June, 1860	84,206 15
Decrease	$3,251 89

The earnings of the New York Central Railroad for June, 1860, compared with its earnings for the corresponding month of the previous year were:

1860	$510,651 12
1859	447,813 16
Increase	$62,837 96

The receipts of the Michigan Central Railroad for June, 1860, were. $123,095 39
June, 1859 119,770 60
Increase $3,324 79

The earnings of the Toledo and Wabash Road for June, 1860, were $67,428 37
June, 1859 58,357 49
Increase $9,070 88

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending July 9, 1860.

BONDS.

			Per cent.	
Little Miami, 1st Mort.		6s	85	and int.
Covington and Lexington, 1st Mortgage		6s	72½	"
Do.	do. 1st do.	7s	83	
" "	" 2d "	7s	73	"
Ohio & Miss., E. D., Construction		7s	16	
Indianap. & Cincinnati, 1st Mortgage		7s	85	
" " 2d do.		7s	75	
Cinc., Ham. and Dayton, 2d Mortgage		7s	85	and int
" " " 1st "		7s	96	"

STOCKS.

Cincinnati, Hamilton & Dayton	Ex Div. 75
Columbus and Xenia	83
Indianapolis & Cincinnati	43
Little Miami	83½
Ohio and Miss. R. R. Trustees Certif.	14½
Farmers' Bank of Ky., Ex Div.	120
Ohio and Mississippi	1

Railroads of the State of New York.

(Continued from p. 581.)

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1855.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Albany Northern	439,005	1,575,098	50,000	2,064,103	2,010,635	32.70	68,194	44,243	5,279	117,716	107,812	9,904	*nil.*	*nil.*
Albany and West Stockbridge	1,000,000	930,895	.....	1,930,895	1,930,895	38.00	131,860	184,995	6,463	323,318	219,991	103,327	60,000	6
Black River and Utica	643,330	132,000	185,859	961,189	974,322	27.00	18,572	7,388	301	26,261	12,402	13,859	*nil.*	*nil.*
Blossburg and Corning	250,000	220,000	3,007	473,007	495,000	14.81	4,844	33.135	314	38,293	.....	38,293	"	"
Buffalo and New York City	798,439	1,720,000	867,849	3,386 288	3,401,868	92.50	125,829	154 809	7,754	288,892	256,496	31 896	"	"
Buffalo and State Line	1,300,000	1 000,000	40,000	2,340 000	2,494 364	68.34	397,341	268 609	13,800	679,750	323,987	355,763	130,000	10
Buffalo, Corning and New York	1,487,875	1,475 000	24,783	2,987,658	2,819,096	100.00	84,027	78,075	10,374	172,476	106,143	66,333	*nil.*	*nil.*
Brooklyn and Jamaica	284,000	85,000	.....	369,000	369,000	11 00	.....	.....	.....	.....	.....	32,687	22,720	8
Brooklyn City	902,660	.....	.....	902 660	844,344	17.16	316,134	.....	5,983	322,117	253,175	68,942	35 000	4
Canandaigua and Elmira	434.111	800,000	122,393	1,356,504	1,275,796	46.84	1 9,473	55 617	8,999	174,089	104 583	69,506	*nil.*	*nil.*
Canandaigua and Niagara Falls	1,315,000	2,170,000	109,854	3,594,854	3,495 832	100.21	45,764	11,374	2,628	59,766	70,889	*loss.*	"	"
Cayuga and Susquehanna	687,000	500,000	6,686	1,193,686	1,187,562	34.61	19,442	106,038	9,953	135,433	86,784	48,649	"	"
Chemung	380.000	70,000	.....	450,000	400,000	17.37	.....	.....	.....	.....	.....	36,000	22,800	6
Eighth Avenue	762,500	.....	.....	762,500	801,924	5.09	215,584	.....	.....	215,584	132 592	82,992	44,109	6
Flushing	138,132	211,000	39,866	388.998	310.963	7.80	37,184	1.782	516	39,482	38,902	580	*nil.*	*nil.*
Hudson and Boston	175,000	.....	.....	175,000	175,000	17.30	9,929	34,944	.....	44,873	34,647	10,226	"	"
Hudson River	3,758,466	8,842,000	408,363	13,008,829	12,737,898	144.00	1,213,970	565,717	32,400	1,812,087	1,208,141	603,946	"	"
Hicksville and Cold Spring	27,820	17.190	252	45 262	45,262	4.00	.....	.....	.....	.....	.....	3.103	1,947	7
Long Island	1,875,148	638,533	13,441	2,527,122	2,555,986	86.50	188,975	103,585	9,233	301,793	224,840	76,953	*nil.*	*nil.*
New York Central	24,136,600	14,866,258	.....	39,002,858	27.360,731	555.80	3,242,229	3,189,603	131,749	6,563,581	3,401,455	3,162,126	1,916,483	8
New York and Erie	10,023.959	24,891,000	1,625,354	36,540 313	34,168,254	465.00	1,698.670	3,653,002	137,321	5,488,993	2,861,875	2 627,118	*nil.*	*nil.*
New York and Harlem	5,717,100	3,074,301	995,468	9,786,869	8,758.203	132.87	617,090	424,780	142,242	1,184,112	801,451	382,661	"	"
Niagara Falls and Lake Ontario	188,620	200,000	30,290	418,910	393,729	13.15	.....	.....	.....	.....	.....	.....	"	"
Northern (Ogdensburg)	1,633,022	4,178,900	230,374	6,037,296	5,470,714	121.75	115,107	355,463	49,583	520,153	375,618	144 535	"	"
Oswego and Syracuse	393.512	196,500	20,181	610,193	723,684	85.91	71,177	51,053	4,310	126,540	67,558	58,982	13,116	3½
Plattsburg and Montreal	174,042	300,000	.....	474,042	349,775	23.17	15,000	5,000	1,000	21,000	21,000	.....	*nil.*	*nil.*
Potsdam and Watertown	467,200	241,500	52,689	761,389	749,683	54.00	11,186	14,807	392	26,385	26,385	.....	"	"
Rensselaer and Saratoga	610,000	140,000	.....	750,000	896,423	25.22	148.133	67,180	30,836	241,149	128,398	112,751	42,700	4
Rochester and Genesee Valley	554,270	150,000	26,118	730,388	695,325	18.45	30,593	11,054	401	42,048	19,256	22,792	*nil.*	*nil.*
Sacketts Harbor and Ellisburg	167,486	250,000	56,810	474,296	389,311	18.50	4,277	5,120	305	9,702	7,126	2,756	"	"
Saratoga and Schenectady	300,000	109,000	.....	409,000	480,020	21.50	.....	.....	.....	.....	.....	30,150	15,000	5
Saratoga and Whitehall	500,000	395,000	.....	895,000	895,000	47.52	51,774	17,360	2,775	71,909	49,822	22,087	*nil.*	*nil.*
Second Avenue	357,600	261,000	109,141	727,741	426,323	8.00	172,383	.....	2,500	174,883	174,883	.....	19,000	8
Sixth Avenue	750,000	4,491	.....	754,491	789,657	3.75	212,456	.....	.....	212,456	165,234	47.222	26 250	3½
Syracuse and Binghamton	768,369	1,375,350	203,454	2,347.173	2,272,777	80.94	90,966	63,879	4,644	159,489	136,981	22,508	*nil.*	*nil.*
Third Avenue	1,170,000	40,000	.....	1,210,000	1,170.000	5.87	290,096	.....	.....	290,096	217,838	72,258	"	"
Troy and Bennington	74,100	160,500	13,015	247.615	248,261	5.38	.....	.....	.....	.....	.....	16,000	"	"
Troy and Boston	439,493	497,000	236,079	1,172,572	1,109,826	27.23	70,617	80.334	5,412	156,363	101,198	55.165	"	"
Troy and Greenbush	275,000	.....	.....	275,000	275,000	6.00	29,527	48,890	6,634	85,051	81,664	3,387	16,500	6
Troy and Rutland	249,930	100,000	.....	349,930	349,930	17.27	.....	.....	.....	.....	.....	21,000	*nil.*	*nil.*
Troy Union	3,000	705,000	17,344	725,344	731,082	2.14	.....	.....	51,986	51,986	51,986	.....	"	"
Union (Ramapo)	50,000	.....	.....	50,000	50,000	0 25	.....	.....	.....	.....	.....	3,500	3,500	7
Watertown and Rome	1,371,263	546,000	255,979	2,172,242	2,068,063	96.76	155,363	232,820	16,191	404,374	231,899	172,475	48,028	3½
Total	67,028,052	73,062,516	5,744,649	145,835,217	129,147,518	2,661.61	10,018,715	9,870,657	701,278	20,590,650	12,102,961	8,641,202	2,422,153	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years endg.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	----	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,490	2,264,468	99.2	76,133	155,628	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	----
1 Jan. '59	319.2	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	—	20	14	272	Montgomery and West Point.	1,819,403	279,436	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	----
6 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	—	26.1	...	...	...	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Nov. '58	38.5	—	----	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	----
								CALIFORNIA.													
30 Sep. '59	22.5	—	----	41.8	...	...	...	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	----	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	----	—	...	...	...	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	----	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	60,330	—	....
31 Dec. '58	57.0	—	----	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	----	—	...	...	...	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	----	—	...	...	...	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	----	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	----	—	...	...	...	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	----	—	...	...	...	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	----	45.1	...	...	...	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	.....	.....	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	23,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	----	227.0	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	----	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	----	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	889,604	10	....
31 Mar. '59	171.0	61.0	----	—	...	...	...	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,576	337,769	—	....
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	----	—	...	...	...	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,999,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	75¼
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	----	75.0	...	...	...	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	72½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	293,466	10,300,517	326.5	808,231	1,547,561	620,328	4	66¼
-- -- '57	175.0	—	----	—	...	...	...	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	62½
-- -- --	—	—	—	81.5	...	...	...	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	148.0	—	----	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	186.0	—	----	—	...	...	...	Peoria and Oquawka	5,400,000	*	—	1,589,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	----	—	...	...	...	Quincy and Chicago	1,975,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	----	—	...	...	...	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	----	—	...	...	...	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	----	73.0	...	...	...	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	----	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,407,952	540,045	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	----	—	...	...	...	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	----	—	...	...	...	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	----	—	...	...	...	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	----	—	...	...	...	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	283.0	—	----	—	...	...	...	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	----	—	...	...	...	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	28,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	----	—	...	...	...	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	...	...	...	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	----	57.3	...	...	...	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	----	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	...	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	----	113.0	...	...	...	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	----	22.0	...	...	...	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	----	—	...	...	...	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	----	—	...	...	...	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,945	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	----	70.2	...	...	...	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	----	—	...	...	...	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	----	—	...	...	...	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	----	178.0	...	...	...	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	----	205 0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,862	206.0	.....	753,774	.....	—	....
31 Aug. '58	21.0	—	----	168.0	...	...	...	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	48,744	50,284	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	1 Yr'l ends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,000	30,957	17,263	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.18	281,922	89,769	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,793	545,741	150,222	6	—
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,433	33,057	16,539	.....	—
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,078	70,749	—	—
31 Dec. '58	—	—	.....	23.0	...	...	.....	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	...	...	.....	.....	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	Am. & K	67,332	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,66-	208,239	104,02-	6	1 ∞
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,40-	28,40-	—	—
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	4,618,619	1,933,621	—	77½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	30.0	187,427	442,219	268,54	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,48-	810,60-	364,64-	—	22
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,51-	531,47-	208,79-	8	106½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,37-	860,11-	394,47-	8	110
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,52-	654,67-	337,64-	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,04-	1,067,07-	311,59-	7	108½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,45-	118,72-	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,59-	135,25-	4	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,40-	325,80-	—	83½
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	.....	3,889,729	67.7	341,80-	659,48-	267,45-	6	101½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,24-	48,76-	12,79-	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'l	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	303,158	ope	r. by B.	and L'l	12,55-	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,37-	229,20-	68,51-	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,26-	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,80-	51,328	14,08-	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,88-	22,53-	.....	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,59-	646,75-	300,41-	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,48-	48,35-	27,00-	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,32-	341,82-	136,38-	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'l	17,50-	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,02-	58,78-	15,46-	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....	—	448,700	.....	.....	451,000	ope	r. by He	saton.	31,49-	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Nov. '59	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,33-	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,47-	246,79-	106,31-	—	19½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,05-	1,767,06-	830,14-	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,49-	216,44-	94,24-	4	59½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Nouet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,03-	144,27-	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '59	284.0	—	—	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,069	14,548,411	329.0	.....	2,417,91-	886,69-	—	51
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,42-	777,27-	—	17
-- -- --	—	—	—	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	.....	.....	.....	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	.....	.....	.....	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	.....	.....	.....	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	.....	.....	.....	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	.....	.....	.....	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,46-	116,43-	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	295,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,15-	.....	—	—
... ...	—	—	—	—	.....	.....	.....	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,50-	—	—
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	—
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,37-	.....	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,72-	86,33-	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,33-	108,51-	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,61-	44,70-	17,06-	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,53-	459,65-	128,36-	8	55
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,52-	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Mass.	.....	—	66½
31 Mar. '59	20.5	—	.....	25.6	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,02-	12,45-	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	68,57-	8	101½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	56,17-	59,77-	21,15-	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,65-	353,10-	187,13-	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,00-	63,87-	19,89-	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,60-	127,24-	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,39-	1,189,39-	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,15-	66,45-	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,87-	870,95-	520,67-	10	120
1 Mar. '60	—	—	—	2.9	.....	.....	.....	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	—
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,167,805	340,000	262,738	1,760,562	53.0	.....	239,17-	110,04-	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,302,717	33.8	398,78-	.....	554,08-	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,40-	8	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,44-	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,68-	94,80-	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	260,278	—	—	216,794	—	56,582	.....	—	—	15,34-	3,36-	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085					—	----
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	----------	32.9	93.894	84,119	11,215	—	----
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	----------	2,392,984	ope	r by W	estern.	----------	6	100
30 Sep. '59	34.9	2.6	----	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	----
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	----------	----------	14.8	20,647	26,858	13,429	5	----
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	----
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	----------	1,098,000	34.6	61,435	59,265	10,398	4½	----
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	----------	450,000	ope	r. by N.	Y. & E.	24,000	6	----
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	----------	----------	500,000	ope	r. by Re	ceivers.	30,000	6	----
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28 716	395,457	—	—	—	—	—	----
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	----------	—	----
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	----------	17.3	57,065	63,803	11,999	6	----
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	----------	150.0	700,224	1,842,636	770,096	—	49½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	----------	—	—	—	—	—	----
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	----------	—	—	—	—	—	----
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	83½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	19½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,040	----------	152.9	621,747	975,853	358,792	—	12½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	----------	4,799,287	121.8	347,800	382,932	120,850	—	----
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	----------	35.9	69,759	109,152	60,829	8	----
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	----
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140.000	—	901,025	46.2	61,900	235,902	108,769	6	----
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	----
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	----------	18.0	17,620	12,025	----------	—	----
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	----
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	----
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	----
30 Sep. '59	11.0	—	----	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	----------	----------	ope	r.by Lo	ng Isl.	37,560	9	----
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	----
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	----
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	----------	294,731	ope	r. b. Hud	s. River.	----------	6	----
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	----------	732,114	ope	r. by oth	er Co's.	----------	—	----
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,633	2,249,183	96.8	219,280	362,994	164,752	3	----
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	----	—	----	----	----	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	----------	----------	95.2	----------	----------	----------	—	----
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	----------	487,043	209,793	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,880	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	—	—	----	----	----	Atlantic and Great Western	613,231	----------	----------	866,939	----------	77,294	----------	----------	----------	----------	----------	—	----
31 Dec. '59	118 2	—	----	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	----------	286,368	81,508	—	----
1 Aug. '59	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----------	597,633	71,356	—	----
31 Mar. '59	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	----------	489,437	249,666	7	75
-- -- '59	37.0	—	----	62.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	----------	----------	----------	----------	----------	37.0	----------	----------	----------	—	49
1 May, '59	131.8	—	----	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	----
31 Dec. '58	135.4	5.8	----	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	----------	1,113,639	575,159	7	93
31 Dec. '59	67.0	—	----	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	----
31 Dec. '59	95.4	1.2	37.9	—	31	39	456	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	----	—	42	----	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,09	4	8½
30 Apr. '59	109.2	79.4	----	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	----------	798,155	414,456	6	32½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	----
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82½
31 Mar. '60	144.0	—	----	—	----	----	----	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	----
31 Aug. '58	36.6	—	----	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	----------	125,940	66,253	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----------	----------	16.0	40,064	64,000	33,000	—	----
31 Dec. '58	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,616	—	----
-- -- '59	36.0	—	----	84.0	—	—	----	Fremont and Indiana	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
31 Aug. '58	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	60,901	63,141	13,578	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0	24,000	31,126	10,486	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83
31 Dec. '58	173.8	21.6	----	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,602	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,45	—	----
30 Apr. '59	192.3	—	----	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	----------	881,957	312,441	—	----
31 Aug. '58	117 0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '59	153.9	52.0	----	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	----------	577,958	211,894	—	----
30 Dec. '58	116.0	9.0	----	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155.006	209,918	51,377	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	----------	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	----------	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----
-- -- '58	243.0	—	----	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,050,000	—	11,223,000	250.0	----------	676,022	159,768	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	----------	87,940	45,000	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	----------	1,412,900	20.5	----------	311,201	164,554	10	----
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	----------	337,257	90,43	—	----
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	----
31 Dec. '59	110.8	2.3	36.0	—	----	----	----	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	----------	1,430,513	881,609	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	----------	----------	----------	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	----------	----------	600,000	400,000	----------	1,000,000	ope	r. b.Buf.	& S. L.	----------	10	----
31 Aug. '59	36.9	18.6	21.9	—	----	----	----	Harrisburg and Lancaster	1,882,555	----------	----------	1,087,100	661,000	----------	1,883,343	55.5	----------	423,561	166,85	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	----------	----------	1,809,563	32.3	----------	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	----------	84.01	3,41	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	----------	116,200	67,60	—	----
30 Nov. '59	45.7	—	20.2	15	6	----	----	Lehigh Valley	----------	*	—	1,966,350	1,500,000	----------	----------	45.7	----------	525,840	333,890	6	25
30 Nov. '59	28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	----------	—	----
31 Dec. '59	20.0	—	4.0	—	----	----	----	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,900	3,619,304	231,532	9,291,156	----	----------	595,85	503,66	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	----------	2,800,000	----------	----------	2,991,150	72.3	----------	556,19	379,97	1	----
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	----------	347,30	188,39	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	93	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	----------	31,356,832	186.0	----------	5,362,35	2,231,61	—	7.½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	----------	250,000	50,000	----------	20.0	----------	1,637	----------	—	----
30 Sep. '59	17.0	7.0	----	—	16	----	----	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,332	24.0	----------	288,657	157,194	—	----
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	36,057,991	151.4	----------	2,724,29	1,245,81	—	42
30 Dec. '59	28.0	—	----	—	----	----	----	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	----
31 Oct. '59	98.0	6.0	----	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,406	6	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterich* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	43.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,888,847	17,289,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	573,616	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	35.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	.....	4,566,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	.....	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	1
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	101,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,600	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,908	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
State Report, 1859.	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,945	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	—	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS. (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rado	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950.000	.....	.....	1,760,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,676	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	oper'd by Vt.		Central	.....	—	70
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,808,864	23.7	47,324	43,996	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	oper'd by Troy		& Bost.	56,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	459,110	209,923	2,222,108	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981.167	2,316,879	285,532	6,225,017	97.6	.....	288,297	157.571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201.344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145.656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836.100	201,408	34,681	1,250,186	24.9	79.921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,260,988	*	33,700	644.000	473,940	59,776	1,449.037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382.696	44	51½
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671.218	7,272.580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573.998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872.000	10,414,066	996.587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159.456	82,182	—	.....
.. .. '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	6½
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. .. '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox River	Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	824.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,669,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	87,081	.....	.....	—	.....
.. .. '59	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,229	.....	.....	—	.....
.. .. '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.0	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60,0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,260,160	15	150

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	520,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	87½
" "	700,000	6	1880	87
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60)				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ⅔ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
*Catawissa, Williamsp. and Erie:				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	800,000	7	1865	----
Unsecured	80,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
*Central Ohio:				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Cha.leston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	400,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,894	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	98
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin.:				
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*Columbus, Piqua and Indiana:				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	91
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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----------	----------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	67½
2d Mortgage	----------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Luckawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	100½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	)	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
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*Great Western, Ill.:				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	1881	72½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	92
Construction	4,115,000	6	1875	92
Free Land	3,000,000	7	1860	102
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	74
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr. (Cov. and Lex.):				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	40
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	8	------	85
1st Mortgage (convertible)	500,000	8	------	97½
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	76½
2d Mortgage	2,175,000	†	1877	48
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	242,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	163
New London, Willim. and Palmer:				
1st Mortgage	500,000	7	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	100½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	95
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	100½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	100½
2d Mortgage	4,000,000	7	1859	97½
3d Mortgage (convertible)	6,000,000	7	1871	47
4th Mortgage (convertible)	3,729,000	7	1880	69
5th Mortgage	1,277,000	7	1883	94½
Unsecured (convertible)	2,618,000	7	1871	47
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	47
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	99
3d Mortgage	1,000,000	7	1867	89
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	16
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	51
2d Mortgage	461,378	8	------	91
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,599,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norristo'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,000	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1857	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'n Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	800,000	---	1860	----
2d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	73
2d Mortgage (convertible)	2,000,000	7†	'68-'70	41
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	208,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Al'y and W. S.)	1,000,000	6	'68-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ----	----------	---	------	----
---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Selling Prices for the week ending July 11, 1860.

	Th. 5.	F. 6.	Sat. 9.	M. 9.	Tu. 10.	W. 11.
FEDERAL STOCKS:—						
U. S. 5s, 1874	102	101⅞	102	----	102	----
U. S. 5s, 1865	101	----	----	100⅛	100⅛	100⅛
STATE STOCKS:—						
California 7s	90	----	89½	89⅛	89⅛	89⅛
Georgia 6s		----	----	----	----	----
Illinois 5s		----	----	----	----	----
Indiana 5s	89	----	89	89	----	----
" 2½s		----	----	----	----	----
Kentucky 6s		----	----	----	----	----
Louisiana 6s		----	----	----	----	----
Maryland 6s		----	----	----	----	----
Michigan 6s		----	----	----	----	----
Minnesota 8s		----	----	----	----	----
Missouri 6s	81	81	81½	81	81⅛	81¼
New York 5s, 1874		----	----	----	----	----
" 6s, 1865	101½	----	----	----	----	----
North Carolina 6s		95½	----	----	95	----
Ohio 6s, 1860		----	----	----	----	----
Tennessee 6s, 1890	89½	89⅝	90	89½	90	90
Virginia 6s	92	92	91⅞	----	91⅛	91¼
RAILROAD SHARES:—						
Chicago, Burl. and Q.	75	76	76	76	76	75⅛
Chicago and Rock Isl.	71⅛	71⅛	72	72⅛	73⅛	73
Chicago and N. West.		----	----	----	----	----
Clev., Painesv. & Ashl.		----	----	----	----	----
Clev. and Pittsburg		----	----	----	----	8⅛
Clev. and Toledo	31⅛	31⅛	32⅛	32⅛	32⅛	32⅛
Del., Lack. and West.		----	----	----	----	95
Galena and Chicago	64	64⅛	66⅛	67	67	66
Hudson River	48	48⅛	48⅛	49⅛	49⅛	49
Illinois Central	63	----	----	----	----	----
Indianapolis and Cinc.		44⅛	----	44	----	----
Michigan Central	48⅛	48⅛	49	49	51⅛	51
M. S. and N. I. guar'd	30⅛	30⅛	----	32⅛	35	35
M. S. and N. I.	13⅛	13⅛	14	14⅛	15⅛	16
Milwaukee and Miss.	6	6	6	----	6	6⅛
New Jersey Central		----	----	----	----	----
New York Central	82	82⅛	82⅛	83⅛	84	83⅛
New York and Erie	18⅛	18⅛	19⅛	20⅛	20⅛	19⅛
N. York and Harlem	12⅛	----	12⅛	12⅛	12⅛	12⅛
N. Y. and H. "pref."	38⅛	----	38⅛	39⅛	39⅛	39⅛
Panama	124⅛	125½	126	127⅛	----	126⅛
Phila. and Reading	40⅛	40⅛	41⅛	41⅛	42⅛	42
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	----	----	----	----	55⅛
" " S. F.	----	----	----	----	----	23
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	73
D. L. & W. 1M. 8 p.c. '71-5	----	----	100	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8 p.c. '63	----	----	----	99	----	----
" 2M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	72	----	----	----	----	----
Hudson R. 1M. 7 p.c. '69	101½	----	----	----	----	----
" 2M. 7 p.c. '60	----	----	----	----	100⅛	----
" 3M. 7 p.c. '75	91	91	----	----	----	----
Illinois Centr. 7 p.c. '75	91⅛	91⅛	91⅛	----	91⅛	91⅛
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	97⅛	97⅛	----	97⅛	97⅛	97⅛
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	87	----	88	88⅛	88	88
" " 2d M.	54⅛	54⅛	55⅛	56	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	87⅛	88	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	95⅛	----	----	95⅛	----	----
" 1 M. 7 p.c. '64	100⅛	----	101	101	101⅛	----
N. Y. & E. 1 M. 7 p.c. '67	100⅛	----	----	101	101	----
" 2 M. 7 p.c. '59	97⅛	98	----	----	97⅛	99
" 3 M. 7 p.c. '71	91⅛	92	----	92⅛	94	94⅛
" 4 M. 7 p.c. '80	----	----	----	----	74	----
" 5 M. 7 p.c. '83	----	----	----	69⅛	----	69
" conv. 7 p.c. '62	----	48	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	48	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	100	----	----	----	99	99⅛
" 2 M. 7 p.c. '84	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. s't'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	75	----	----	----	----	----
" " 2 M. 8s '70	43	----	----	45	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	----	96⅛	----
America, Bank of	100	----	----	----	----	----
Commerce, Bank of	100	100	100	100	99⅛	100
Merchants' Bank	----	----	----	----	107	----
Mercantile (Mar.) Ins.	104	----	----	----	----	----
Manhattan Bank	----	----	----	----	140½	----
Phœnix Bank	107	----	----	----	107½	----
Commonwealth Bank	----	----	96½	----	96⅛	97
Metropolitan Bank	110	----	----	110⅛	----	----
Shoe and Leather B'k	----	109	----	----	----	----
Ocean Bank	97	----	97	----	----	----
MINING STOCK:—						
Pittsburg	64⅛	64	64⅛	65	65⅛	65
Rockland	24	25⅛	25⅛	26	27	27⅛
Columbian	3⅛	3⅛	3⅛	3⅛	3⅛	3⅛
Silver Hill	1⅛	----	----	1⅛	1⅛	----
Isle Royale	14⅛	15⅛	15⅛	16	17	16⅛
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96⅛	96⅛	97	97	96⅞	96⅛
Cumberland Coal Co.	13	13	----	----	----	13
Penn'a Coal Co.	85⅛	85⅛	85⅛	----	----	----
Pacific Mail S. S. Co.	89⅛	90	90½	91⅛	92⅛	92
Canton	19⅛	----	----	20⅛	20⅛	----
Brooklyn Water W's	----	----	----	103⅛	104	104

The following are the closing prices in the London Market on the 30th June:

United States 5 p. c. red. '74	92	to	93
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	82	to	84
Do. do. Fr. L'd red. '60.	91	to	93
Do. $100 shares, $60 p'd.	41	to	39
Mich. Cen. 8 per cent. con. '60	88	to	92
Do. do. 1869	86	to	88
Do. do. 1st mortgage (sinking fund), 1882	87	to	89
Do. $100 shares	46	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	63	to	65
Do. $100 shares	9	to	10
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	94
Do. 7 per cent. (sinking f.) 1876.	95	to	96
Do. $100 shares	74	to	76
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1859	84	to	86
Do. 3d do. 1883. assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	44	to	48
Do. Shares, assented	17⅛	to	18⅛
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, July 14, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, $3 00; do., colored in counties, $4 00; in pocket form with cover, $1 00—the latter sent by mail, pre-paid, upon receipt of the price.

The Prospects Ahead.

There now seems to be little doubt that the hopes of our people in every part of the country will be fully realized in abundant crops. The crop first made, and the most precarious one, *wheat*, is now being harvested. It is abundant in quantity, beyond all former precedent, and excellent in quality. In a month more it will be coming to market, and in good time to make up for the short crop abroad. The other two great staples, cotton and Indian corn, are equally promising.

The effect, in prospect, of abundant harvests is already showing itself in an increased activity in all our great interests. Our railroads, in particular, are to be the great gainers in their increased revenues. Already have these shown a great improvement over the past year. A corresponding advance has taken place in their securities. The difference in their present market value over a year ago is to be counted by hundreds of millions. Securities which, a few months ago, were regarded as worthless, are now sought for at their par value. A return of prosperous seasons serves both to give business to our railroads and to convince the public of their value.

Lebanon Springs Railroad Company.

This company obtained an act from our State Legislature, passed on the 12th of April, 1860, extending the time for completing their railroad under their charter two years from the passage of the act. The original charter authorizing the construction of the road was passed 8th March, 1853, and amended 24th June, of the same year. The company was thereupon organized, and proceeded to buy the rights of way, &c., and about 20 miles of the grading is done, leaving 32 miles yet to be completed (the road being altogether 52 miles in length). This road commences and connects with the New York and Harlem Railroad at Chatham Four Corners, and runs north 52 miles through a most beautiful, rich and populous country, until it connects at Bennington with the Western Vermont Railroad and other roads in a direct line to Montreal, Canada.

Florida Railroad.

The track of this road is now fully completed from the Ocean to the Gulf, cutting off, in the route from the Eastern ports to New Orleans, 1,000 milles of the dangerous navigation of the Florida Keys. This work is the first fruit of the internal improvement policy of the State, inaugurated a few years ago by one of its most public spirited and valued citizens, the Hon. D. L. Yulee. An improved highway across the neck of the Peninsula, on the line of the Florida Railroad, was, for a long time, a favorite project of the General Government, and a survey was made, by its authority, for a canal. Such a work, however, was found impracticable, and the railroad has taken its place.

We learn that measures are being actively prosecuted to bring this road into immediate use, as a part of a great line of commerce and travel between the Eastern and Gulf ports. Contracts, we believe, have been made by the company for a number of iron steamers, to run from the western terminus of the road to more important ports on the Gulf. It is also in contemplation to construct a class of boats to run from the railroad up the Mississippi river as far as Cairo. Measures are, also, in progress for sea-going lines of steamers from New York, and probably to other Eastern ports, to Fernandina, the eastern terminus of the road. It is assumed, and upon apparently sufficient evidence, that the more valuable kinds of freight between New York, for example, and the Gulf ports and the Lower Mississippi, can be taken over the above road, in connection with lines of steamers, cheaper, and much more expeditiously, than over any other route. The construction of the road was based on this idea, and the company propose to take all the steps necessary to realize its plans and objects, and to render its road a portion of the great route of commerce between the extremes of the country. The road will not be run except for the accommodation of the local traffic, till the through route is formed by placing on it the lines of steamers necessary for this purpose.

Amboy, Lansing and Traverse Bay Railroad.

We learn from the Albion *Mirror* that ground was broken upon this road at Homer on the 2d inst., and that several parties of workmen will soon be engaged on the route between those two points. The *Mirror* hopes to be able soon to announce the completion of the grading from Lansing to Jonesville.

Southern (Miss.) Railroad.

The Vicksburg *Whig* of 27th ult., says: "We are glad to hear that there has been a steady increase in the business of this road, and that there is a decided improvement in the condition of the roadbed and machinery. The company expects to receive by the 1st of September eight new first class engines, four first class passenger cars, three mail and baggage cars, and one hundred freight cars. Thus equipped, with the whole line of its road completed to Meridian by October next, we have no doubt that this great enterprise, which owes its success to the individual effort and perseverance of the few business men that took it in hand, will do a heavy passenger and freight business, and reward its owners with a greatly increased amount of net earnings."

Illinois Central Railroad.

According to the statement of this company in another column, it will be seen that the earnings of this road for the first six months of the year were $1,174,508 88, against $857,425 51 for same period last year. The gain of $317,083 37 previous to the wheat harvest, now close at hand, promises well for the estimate of $700,000 increase for the year. In the Land Department the turn in the affairs of the company is equally decided. $193,905 91 worth of lands were sold in the first five months, and in June the sales ran up to $71,280 02, and the collections to $50,905 92. The Commissioner reports that the inquiries for land are daily increasing, and that quite a colony of farmers from Canada are settling on the branch from 175 to 200 miles south of Chicago. The subdivision of the tracts sold in 1855 to 1856 to new purchasers, while it does not add to the aggregate of sales, which is now $16,000,922 95, is the most healthy part of the business. These re sales will exceed half a million of dollars this season, and are all to parties who will enter upon the lands. The Company has canceled $1,484,000 of the Construction Bonds, and $205,000 of the Freeland Bonds, from the collections at the Land Office. The total of cash and bonds received at the Land Office is $3,579,906 17, upward of 20 per cent. upon the amount of sales. This large amount has been collected from new settlers, who have suffered from several bad harvests, and who have been crippled from the inevitable wants incident to the settlement of a new country. The census of Illinois is now being taken, and it is supposed, will exceed 1,800,000, against 855,384 in 1850. The value of Illinois lands, of which the Central Company has still on hand for sale nearly 1,350,000 acres, will surely be enhanced during the next five years, and we may look, after the present harvest of wheat is sold, for a great increase of the demand for land. This is the best guarantee for the payment of the land notes held by the Illinois Central—upward of $12,000,000, and only three and a-half millions short of their Construction Mortgage, originally $17,000,000, and now reduced to $15,515,000 by the bonds canceled and delivered to the Trustees.

Evansville and Crawfordsville Railroad.

We learn from the Evansville *Journal* that the surveying and final location of the Extension of this road from Terre Haute to Rockville is now under way; and that enough money has been subscribed to ensure its construction.

Insurance Dividends.

The New Amsterdam Fire Insurance Co., has declared a semi-annual dividend of 8 per cent. payable on demand. The Empire City Fire Insurance Co., a dividend of 7 per cent. payable on demand. The Mechanics Fire Insurance of Brooklyn 7 per cent. The Nassau Fire Insurance Co., of Brooklyn 10 per cent. The Guardian Life Insurance Co., 3½ per cent. The Citizens Fire Insurance Co., 12½ per cent. The Commerce Fire Ins. Co., 8 per cent. The East River Ins. Co., 6 per cent. payable on demand. The Merchants Ins. Co., 10 per cent. The American Fire Ins. Co., 3½ per cent. and a scrip dividend of 50 per cent. on the earned premiums for the year. The Gallatin Ins. Co., 5 per cent. The Etna Fire Ins. Co., 5 per cent. The Pacific Fire Ins. Co., 12 per cent. The Tradesman's Fire Ins. Co., 4 per cent. The Jersey City Ins. Co., 5 per cent. The Clinton Fire Ins. Co., 7 per cent. The Gebhard Ins. Co., 5 per cent. The U. S. Fire Ins. Co., 5 per cent. The New York Equitable Ins. Co., 10 per cent. The Mechanics and Traders Ins. Co., 10 per cent. The Market Ins. Co., 12 per cent; also a scrip dividend of 33⅓ per cent. The Standard Fire Ins. Co., 5 per cent. The Arctic Ins. Co., 6 per cent. The People's Ins. Co., 4 per cent. The New World Ins. Co., 5 per cent. The Lafayette Ins. Co., 5 per cent. The Relief Ins. Co., 8 per cent. The Hope Fire Ins. Co., 5 per cent. The Knickerbocker Ins. Co., 6 per cent. The Adriatic Ins. Co., 5 per cent. The Fulton Fire Ins. Co., 10 per cent. The Fireman's Trust Ins. Co., of Brooklyn 4 per cent. The National Fire Ins. Co., 10 per cent. The Williamsburg City Fire Ins. Co., 7 per cent. The Hanover Fire Ins. Co., 6 per cent. The Washington Ins. Co., 5 per cent. The Montauk of Brooklyn 5 per cent.

Bank Dividends.

The Importers' and Traders' Bank have declared a semi-annual dividend of 4 per cent., payable on the 10th inst. The Market Bank a dividend of 3½ per cent., payable on the 10th. The East River Bank a dividend of 3½ per cent., payable on the 16th. The New York County Bank, 3½ per cent. The Manufacturers' Bank of Brooklyn 5 per cent., payable on demand. The Park Bank, a dividend of 4 per cent. The North River Bank, 3½ per cent., payable on the 10th. The Phenix Bank, 3½ per cent. The New York Exchange Bank, 5 per cent. The Butchers' and Drovers' Bank, 5 per cent., on the 16th. The Hanover Bank, 3½ per cent. The Chatham Bank, 3½ per cent., July 5th. The Merchants and Traders Bank, Jersey City, 4 per cent., July 3d. The Merchants Bank of St. Louis, a dividend of 5 per cent. for the last six months, payable at the Bank of America, on and after the 10th of July. The Farmers' Bank of Kentucky, 5 per cent., payable July 7, at the Bank of America. The Bank of Kentucky, 5 per cent., payable on the 7th inst. at the Bank of America. The New Orleans Canal and Banking Company, a semi annual dividend of 5 per cent., payable at the office of M. Morgan & Sons, No. 37 William street, August 6. The Planters' Bank of Tennessee, a dividend of $37.75 per share out of the surplus profits of the Bank, as follows, viz: Ten per cent. and fractional parts of one share, in cash, on and after the 16th inst., and the balance, either in cash or new stock at par, at the option of the Bank, on or after Septem-

ber 17, 1860. The amount of the dividend thus made is $511,739, the capital stock amounting to $1,355,600. The Southern Bank of New Orleans, a semi-annual dividend of 4 per cent., payable to the Northern stockholders at the Chemical Bank, on the 16th inst.

Interest on Stocks, Bonds, etc.

The interest coupons on the bonds of the State of Florida, due July 1, will be paid by H. Meigs, Jr.. and Smith 39 William St.

The coupons on the 1st mortgage bonds of the Long Island Railroad Company at the City Bank, Brooklyn.

The coupons on the 1st mortgage bonds of the Ohio and Mississippi Railroad Company, due July 14th, will be paid by Messrs. Barclay and Livingston, 24 Beaver St.

The interest due July 1, on 3d mortgage bonds of 1872, of Harlem Railroad Company, at the office of the Company, cor. of 26th st., and 4th Av.

The interest on Chicago Sewerage bonds at the American Exchange Bank.

The coupons of Jackson Co., O., at the Ocean Bank.

The coupons on the bonds of the Housatonic Railroad Company by Messrs. Ketchum, Son & Co., 40 Exchange Place.

The coupons on the water loan of Jersey City, at the Mechanics and Traders and Continental Bank.

The interest on the State debt of Michigan, at the Artizans Bank.

The coupons on the bonds of the State of Minnesota, by Messrs. Clark, Dodge & Co.

The interest on the freight debt of Ohio, and the temporary loan due July 1, will be paid from the 1st to the 15th, at the office of the Ohio State Agency, 25 William St.

The semi-annual interest on the first mortgage bonds of Southern (Miss.) Railroad Company, due July 1, will be paid at the Bank of America.

Coupons No. 8 of the 1st mortgage bonds of the N. O. Jackson and Great Northern Railroad Company, at the Bank of America.

Interest coupons on all bonds of the city of New Orleans, or former municipalities, will be paid at the Bank of America.

Messrs. Winslow, Lanier & Co., will pay interest on the following securities: Indiana State Bank Loan; Indiana Central Railroad Second Mortgages; Indianapolis and Bellefontaine First Mortgage Bonds; Indianapolis, Pittsburg and Cleveland Second Mortgage Bonds, due Oct. 1; Ross County, Ohio; Washington County, Ohio; Town of Harmar, Onio; Town of Marietta, Ohio; City of Chillicothe, Ohio.

The following coupons due July 1, will be paid at the banking house of Duncan, Sherman & Co.; Chicago City, Municipal: Chicago City, Water Loan; Buffalo City, Water Loan; Buffalo City, Municipal; Albany City; Utica City; Hannibal & St. Joseph Railroad; Mobile & Ohio Railroad; Buffalo & State Line Railroad; Detroit & Pontiac Railroad. Also, the interest on New York State stock issued to the following Railroads: Auburn & Rochester, 5½ per cent; Tonawanda, 5½ per cent; Schenectady & Troy, 6 per cent.

The Nassau Bank will pay the interest coupons, on the bonds of Belmont County, Muskingum County, and City of Zanesville, Ohio; also the balance of principal (50 per cent) on the bonds of the County of Muskingum, and City of Zanesville, Ohio, which became due on January 1, 1860, with the interest thereon to July 1, on the surrender of these bonds; interest on the same ceases on July 1.

The interest on the stocks of the City of New York, due on the 1st of August, will be paid on that day, by Nathan C. Platt, City Chamberlain, at the Artisans' Bank.

The coupons on the bonds of the Troy and Boston Railroad Company, are paid by the Bank of Commerce.

The interest on the bonds of the city of Dayton, O., will be paid by Atwood & Co.

The coupons on the 1st mortgage bonds of the Lackawanna and Bloomsburg Railroad Co., will be paid at the Mercantile Bank.

The Central Railroad Company of New Jersey have declared a dividend of 5 per cent. for the six months ending on the 30th ultimo, payable at No. 69 Wall street, after the 12th inst. The dividends hereafter will be paid quarterly.

The regular quarterly dividend of 2 per cent. has been declared by the Second Avenue Railroad Company, payable on and after the 16th inst.

The Paterson and Ramapo Railroad has declared a dividend of 2½ per cent.

The Paterson and Hudson River one of 4½ per cent.

The New York, Providence and Boston Railroad Company have declared a semi-annual dividend of 2½ per cent., payable at the office of M. Morgan & Sons, No. 37 William street.

The Terre Haute and Richmond Railroad declare a semi-annual dividend of 5 per cent., payable at the Farmers' Loan & Trust Co.

The King's Mountain Railroad Company have declared a dividend of 3 per cent., payable July 20th.

The Macon and Western Railroad Company has declared a quarterly dividend of 3 per cent., payable on the 16th inst., at the Bank of the Republic.

The Second and Third, Fifth and Sixth, and Tenth and Eleventh Streets Passenger Railway Companies, of Philadelphia, have announced dividends of 4 per cent. each.

The Chestnut and Walnut Streets Company, one of $1.50 per share.

☞ J. R. Straughan, Esq., late superintendent, has been appointed receiver of the Springfield, Mt. Vernon and Pittsburg Railroad.

☞ Charles B. Hall, Esq., has been appointed receiver of the Milwaukee and Chicago Railroad.

☞ William H. Mitchell, Esq., has been elected president of the Mobile and Girard Railroad Company, *vice* John H. Howard, who declined being a candidate for re-election.

☞ Mr. Henry Smith has been appointed treasurer of the Panama Railroad Company, *vice* Mr. Augustus Hoffman, resigned.

☞ Peter V. Daniel, Esq., has accepted the presidency of the Richmond, Fredericksburg and Potomac Railroad Company, made vacant by the resignation of Mr. Robinson.

☞ Charles Ellis, Esq., has been appointed president of the Richmond and Petersburg Railroad Company, *vice* Peter V. Daniel, resigned.

☞ James J. Day, Esq., has been elected president of the Providence and Stonington Railroad Company, *vice* Mathew Morgan, resigned.

Buffalo and State Line Railroad.

The election for directors of this road took place at Buffalo on the 26th ult. The following gentlemen were chosen.

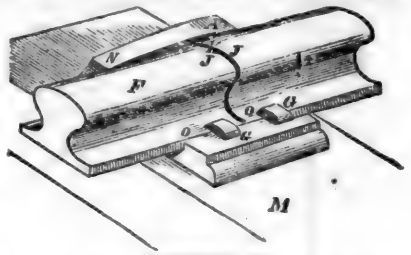
President—Geo. Palmer.

Vice President—Dean Richmond.

Directors—George Palmer, James S. Wadsworth, Joseph Field, Daniel Drew, Dean Richmond, John Wilkinson, Charles H. Lee, Henry L. Lansing, Hamilton White, Alanson Robinson, George W. Patterson, Charles Moran and William Kasson.

Superintendent—R. N. Brown.

RAILROAD CHAIR.



PATENTED TO
F. G. RANSFORD, of TROY, N. Y.
January 18th, 1859.

THE peculiarity of this invention is the jaw rising on the outside of the chair to a level with the top of the rail. Its object is to transfer the tread of the wheels, at the point where the ends of the rail meet, **from these ends to this jaw**, and thus make **a continuous track.**

The advantages are obvious: the saving of the ends of the rails and great expense of their repair—the savin of the rolling stock by means of a continuous track—the general safety and comfort of travel.

This Chair has been in successful use on a portion of the Troy and Boston Railroad for nearly three years, and is now being introduced on various roads in all parts of the United States.

The right to use these Chairs will be sold, or the Chairs themselves will be furnished, at as reasonable rates as any approved Chair in the market.

Full particulars may be learned by addressing the Agent,

A. K. CORY,
90 CEDAR ST., NEW YORK CITY.

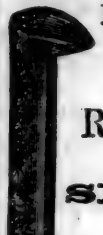
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OFFICE No. 60 NEW ST.,
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At 25 per cent. below the cheapest Lubricating Agent in use.

THE Oil is chemically **pure**; is entirely free from Gum and Acid; and at thirty-eight degrees below freezing point retains its perfect limpidity.

LOSEE & BOGERT, Agents.

EAGLE IRON WORKS.



PENDLETON & CO.,
WHEELING, VA.,
MANUFACTURERS OF
RAILROAD SPIKES
AND
SPLICE BARS.
ALSO
BOAT SPIKES.

CAN give any shaped head to **RAILROAD SPIKES** desired.

We guaranty all our work equal to the best in the country.

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST., NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, June 22, 1860.

AT A MEETING OF THE BOARD OF DIRECTORS of the ILLINOIS CENTRAL RAILROAD COMPANY, held THIS DAY, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, for the purpose of discharging the outstanding Free Land Bonds be, and the same is hereby called, payable on the 20th day of July, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. Robert Benson & Co.; and that parties desiring to pay their instalments in London, may pay the same at the rate of four shillings two pence to the dollar; and that the Free Land Bonds, with accrued interest, shall be received at par in settlement of the call.

Resolved, That the transfer books be closed on the 14th day of July, and re-opened on the 20th; and that no transfers be permitted on, or after that date, of shares upon which such assessments shall not have been paid. By order of the Board.

3t26 A. E. BURNSIDE, Treasurer.

$500,000 EIGHT PER CENT. LAND GRANT MORTGAGE BONDS OF THE TEXAS AND NEW ORLEANS RAILROAD COMPANY (Texas Division), secured by a mortgage upon one hundred and six (106) miles of railroad and its appurtenances, of the estimated cost of $2,920,000, and upon seven hundred and sixty-eight thousand (768,000) acres of valuable land, are now offered to the public as one of the most desirable and reliable securities at present upon the market.

THIS ROAD

is the Texas Division of the great trunk line which, within twelve to eighteen months, will connect Houston, Galveston and every important point in Texas, with New Orleans, and, in communication with the lines running North and already completed, place New York within 90 hours of Houston.

THE BONDS

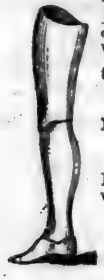
will be redeemable on 1st November, 1878, bear 8 per cent. interest; coupons payable semi-annually, on 1st May and 1st November, in the City of New York.

As additional security for prompt payment of the coupons, pending the completion of the entire road, are mortgaged by special trust-deed, 76,800 acres of land, together with town lots and individually donated lands, at present valued at $600,000.

Maps, prospectuses, copies of charter, trust deeds, land grants, and every information, may be had upon application to C. CONGREVE & SON,
No. 6 Pine st.; or
E. WHITEHOUSE, SON, & MORRISON,
1m24 No. 38 William st., Merchants' Exchange.

MARKS' PATENT AND IMPROVED

ARTIFICIAL LIMBS,



LONG and well known throughout the country for their unrivalled superiority in point of durability, lightness of construction, ease with which they are used, and their adjustability. A Large Silver Medal was awarded them at the Fair of the American Institute, 1859.

LEGS AND ARMS,
MADE FROM MEASURES
And sent to any part of the world.

PRINTED BLANKS FOR MEASURES with full directions, always sent on application.

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Railroad Supply Agency,
No. 7 South William Street,
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ALL MATERIALS USED
In Equipment, Repairs & Operating of Railroads,
Construction of Cars and Manufacturing Purposes.

Orders for Goods not pertaining to Railroads, solicited and promptly executed.

W. W. TAULMAN.

HOYT, BADGER & DILLON,
Late S. HOYT & CO.,
MANUFACTURERS AND IMPORTERS OF
FINE
WATCHES, JEWELRY,
AND
SILVER WARE.
266 PEARL and 38 FULTON STS.,
U. S. HOTEL, NEW YORK.

ENGINEERING WORKS.

LYONS' TABLES.
To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.				SHEET No			
1.	General Table for all Bases and all Slopes.			13.	for Base 18 ft.	Slop.	1½ to 1
2.	For Side Hill Cuts and Fills.			14.	"	20 "	1½ to 1
3.	Base 12 ft.	Slopes	1½ to 1	15.	"	24 "	1½ to 1
4.	" 14	"	1½ to 1	16.	"	25 "	1½ to 1
5.	" 15	"	¼ to 1	17.	"	26 "	1½ to 1
6.	" 15	"	1 to 1	18.	"	28 "	¼ to 1
7.	" 15	"	1½ to 1	19.	"	30 "	1 to 1
8.	" 16	"	¼ to 1	20.	"	30 "	1½ to 1
9	" 16	"	1 to 1	21.	"	30 "	1½ to 1
10.	" 18	"	¼ to 1	22.	"	32 "	1 to 1
11.	" 18	"	⅜ to 1	23.	"	32 "	1½ to 1
12.	" 18	"	1 to 1	24.			

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

Sent, **free by mail,** in separate sheets, at 25c. each; or the whole, handsomely bound in cloth, in one volume, for **$7.50.**

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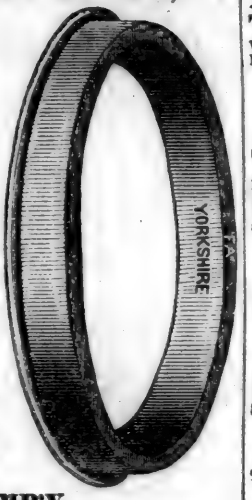
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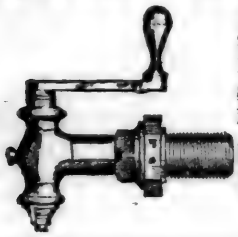


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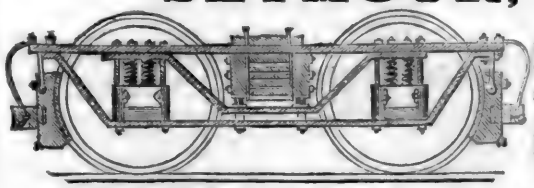
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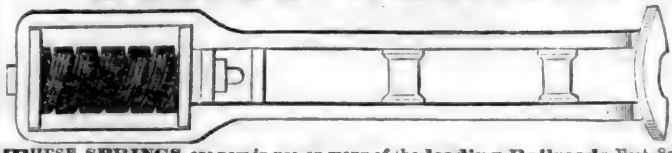
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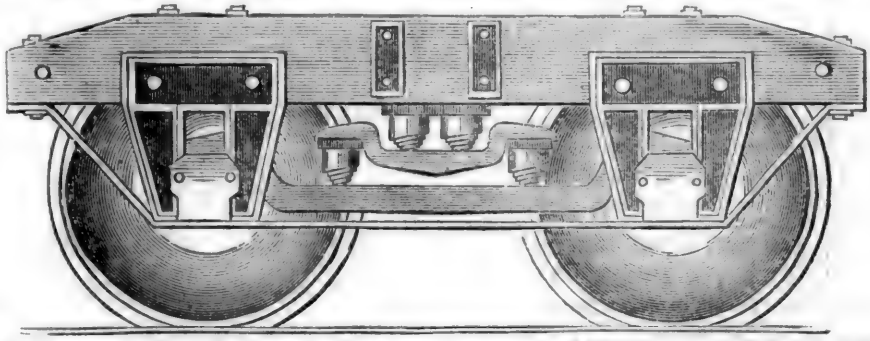
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PRINCIPAL CONTENTS.

The Iron Mines of New Jersey 621
Don Pedro II. Railroad 623
German Railways 623
Failure to carry Freight in the Usual Time... 624
Coal and Wood Burning on the New Jersey Railroad 625
Locomotive Performances on the Baltimore and Ohio Railroad 626
Penobscot and Kennebec Railroad 626
Atlantic and Great Western Railroad 627
Railroads of the State of New York 629
Why a Tariff is Wanted in Pennsylvania 636
Charleston and Savannah Railroad 637
Pittsburg, Columbus and Cincinnati Line 637
Valuation of New York 638
Commerce of New York 638

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, July 21, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

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Railroads in New Hampshire.

The report of the Railroad Commissioners of New Hampshire states that the number of railroad corporations chartered by, and operated in whole or in part within the limits of the State is twenty-one. Only one new corporation has been added to the number since the date of their last annual report, viz: the Manchester and North Weare. Of the above, eleven are operated by lease or contract with other connecting roads, and six are now but parts of longer lines, extending into the neighboring States of Maine, Vermont, and Massachusetts.

The Iron Mines of New Jersey.

What is properly termed the iron region of New Jersey, consists of a belt of country entering it from New York, on the northeast, crossing it to the southwest, and passing the Delaware into Pennsylvania, after traversing part of the counties of Passaic, Sussex, Morris, Warren, and Hunterdon. The average breadth of this section is nearly twenty-five miles on the northeastern margin, but gradually contracts to less than half that width at the southwestern limit. In the main, it corresponds with that mountain system which is properly an extension of the New York Highlands, and belongs geologically to the primary formation, consisting of granitic gneiss, mica, quartz, hornblende, etc. This is first encountered on the line of the New York and Erie Railroad at Sufferns, where it is intersected at nearly right angles by the Ramapo valley. It is remarkable, however, that ore has seldom if ever been found in the first of those ridges. In all the others it is obtained more or less combined with sulphur, and in Sussex county with zinc. We propose giving in as short space as possible the principal characteristics of the New Jersey iron beds, and the improvements made in working those metals during the past few years:

QUALITY OF THE ORE.

Like the veins in Orange county and in the Adirondack mountains, the ores dug in New Jersey consist principally of magnetic oxyd, the specular peroxyd being abundant in only one locality. They are granular and crystaline, but not so coarse as some of those obtained near Lake Champlain. Sometimes they are close, compact, smooth and lustrous; sometimes they occur in columns and square pointed blocks; frequently they are endowed with polarity, so as to be able to sustain their own weight as magnets. In Ulster and Putnam counties, in this State, and in Pennsylvania they belong to what is termed the brown hematitic kind, being much softer and leaner than the magnetic. The latter usually yields from 50 to 60 per cent. of metal in the furnace and occasionally 70; while in the crucible it has been known to give from 75 to 80 per cent. But in the most westerly ridge of the iron region a considerable amount of brown hematite has been obtained and other beds are believed to exist. In some places, as at the Sweede mine, in Morris County a tough, fibrous ore has been found, rendering it highly valuable in the manufacture of nails, for which it is used by the Boonton Iron Company. The Andover ore, without any admixture, was made, for many years, into beams, rails, bars, &c., by the Trenton Iron Company. At Wawayanda and Oxford Furnaces the kind obtained has been found to be admirably adapted for the manufacture of railroad car-wheels. But the best quality is procurred from the Franklinite, after the zinc has been expelled, and is largely in demand for ordnance, cutlery, and such purposes. Next to their extent and richness, *the variety* of iron ores in New Jersey is worthy of special notice. Sulphur appears to be combined with the iron; but in some cases in a proportion so small as not to be injurious; occasionally, however, it is so abundant as to render the metal useless for most purposes. A cheap and effectual method for expelling this intruder is a great desideratum.

DISPOSITION OF THE ORES,

These are found either in vast, irregular masses termed "deposits" or in regular veins, from one inch to twenty feet thick, and between rocky surfaces known as the "hanging" and "foot" walls. Occasionally "horses" or large bodies of gneiss, obtrude themselves from beneath into the beds of iron. The "deposits" appear to be confined principally if not altogether to the Walkill range of hills in Sussex county, the most westerly of the series. At Andover, one has been worked nearly 500 feet long, with a breadth and depth ranging from 20 to 100 feet. It is found at the south westerly end of a ridge, and nearly on a level with the neighboring valley. No connection with any greater body lower down has yet been discovered. At Roseville, the ores are partly deposits and partly veins. But on coming eastward veins alone present themselves, running parallel with the mountain ridges in which they are found, and having an inclination or "dip" in the strata varying from 40 to 80 degrees. In some instances this angle is found to increase according to the depth it reaches, and in all cases it points towards the south east. The veins present themselves as single or double, and in a few cases treble, lying at an average distance of, say, 100 yards apart. In these cases the western is usually smaller in size

and inferior in quality, compared with the eastern. The veins are of all lengths, from a few yards to nearly three miles; but in this case they are apt to be frequently disturbed by what are termed "offsets," throwing the beds some distance out of line by means of "dikes," which appear to have cut off the regular connection of the beds, throwing them to right or left for a short space, beyond which they return to the regular north east and south west direction. As to their depth, no bottom has yet been reached; although excavations have been made nearly 500 feet below ground. It is the prevailing opinion among miners that none exists; if so this fact would settle the question of their origin, showing them to have been injected into the rocks from beneath, instead of having been deposited in layers before the hills were heaved up into their present form.

NUMBER OF THE MINES.

There are, doubtless, more than a hundred places from which ore has been taken out to a greater or less depth, and about half that number are being worked at the present time. They occur in three principal ridges, or belts, which are, however, double in some localities.

Commencing on the northeast, we have the Ringwood mines of Passaic County, and belonging to the same range, in Morris, the Splitrock, Mount Hope, Teabo, Brannin, Allen, Richard, Mount Pleasant, Jackson, Mellen, Byram, Dill, Dickerson, Hibernia, Glendon, Sweede, and other mines.

The second belt occurs west of the three lakes known as Long Pond, Green Pond, and Lake Hopatcong, and comprises the mines of the Wawayanda, Walkill, Hopatcong, and Schooley's Mountain; the principal being the Wawayanda, Edsall, Ogden, Ford, Schofield, Hurdtown, Roseville, and Stanhope, with an extension partly overlapping the last, known as the Mount Olive mines.

The last of the series includes the beds found in Pochunck Hill, Pomple Hill, Stirling, Andover, and the Vernon and Walkill valleys, in which occur the mines of zinc and Franklinite; an extension of the same range passes by Oxford Furnace, in Warren County, where operations have been carried on for more than a century. But new veins and deposits are continually coming to light; one of the former was recently discovered near Succasunny by Mr. Philip R. George, General Superintendent of the Trenton Iron Company's mines.

HISTORY OF THESE WORKS.

It is about 140 years since the first discovery of iron ore was made in New Jersey. This was accomplished by a party of young men sent out from New Amsterdam to explore the interior of the adjoining province. Subsequently a company was formed in England, whose agent, Lord Stirling, succeeded in obtaining immense tracts of mining lands in Northern New Jersey and in the State of New York. Their principal works were situated at Stirling, Rockland County; but they had also works at Ringwood, and are known to have mined quantities of Franklinite, which they carted across the mountains to their furnaces at Stirling. Up to the time of the Revolution some seven or eight thousand tons of metal had been exported to England, the only foreign market to which it could be sent. About the same time, operations appear to have commenced at Oxford Furnace, Succasunny, and several other places, by private individuals; but they confined themselves to taking out small quantities of ore at convenient seasons, and often carrying it to a great distance. Meantime, the London Company had gone to ruin; but numbers of charcoal furnaces and forges began to be erected in the neighborhood of the mines, with varied success. Most of the former have been abandoned and are going to ruins; the latter are in a scarcely better condition. Of the fifty forges in Northern New Jersey, probably half are now doing nothing. They require a better quality of ore than the anthracite furnaces, while yielding a smaller per centage of metal.

The application of anthracite has created a revolution in mining operations as well as the making of iron. Large sums have been invested in the construction of a new class of works for smelting the ore; competent men have been employed to superintend the mines, and these are gradually passing, by purchase or lease, into the hands of incorporated companies, who have put up large engines, instead of the wretched "one horse" fixtures formerly used to hoist the ore. In some cases, perpendicular shafts have been sunk; in others, the natural grade of the ore-bed has been laid with a railroad track; while in many instances, tunnels or levels have been run into the hills. At the Allen mine a steam engine is at work several hundred feet below ground. Railroads and other apparatus have also been constructed for delivering the ore at the Morris Canal, which is the principal outlet now existing. Peter Cooper, of this city, has been a leading pioneer in this great movement.

MINING COMPANIES AND THEIR WORKS.

The first and most important of these is the Trenton Iron Company, (formerly Cooper & Hewitt,) who employ nearly three hundred men in mining at Ringwood, Andover, Roseville, the Schofield, the Dill, the C. S. Dickerson, the Allen, and other mines, besides purchasing ore from private individuals. With exception of small quantities used in the forges near Ringwood, the whole is sent west to Philipsburg, on the Delaware river, where their furnaces are situated. These are supplied with coal from the Pennsylvania fields, and the softer ores from that State to mix with those from New Jersey. The three now in blast are expected to make over 25,000 tons of pig metal the present year. By the Belvidere road this is sent down to the company's rolling mill and wire mill in Trenton, where it is made into beams, railroad bars, and wire of all numbers. Nearly one thousand men are employed by this company at their various works.

The Boonton Iron Works (Fuller, Lord & Co.) employ about one hundred men at the Sweede, Mount Pleasant, Mellen and Orchard mines, all which are situated near Dover. The aggregate product of these will be about 19,000 tons this year. The ore is shipped to the Boonton furnaces, where, after smelting, it is rolled into thin plates and cut into nails and spikes, of which more than 10,000 tons are made annually. The number of employees at these works is over 500, most of whom work by the piece. The want of a railroad to this large establishment and thriving village has long been felt, and an effort is now, we are happy to say, being made to meet it, with every prospect of success.

The Glendon Iron Company of Easton, Pa., have leased the Hurdtown mine, the Ford mine, and the Hibernia mine, besides purchasing largely from the Irondale, the Succasuny, and others.

The Crane Iron Company, whose works are also on the Lehigh, have leased the Byram mine, four miles west of Dover, and also purchase ore from other parties. The numbers employed and the quantities of ore raised annually at these mines are about as follows: Hurdtown, 50 men and 16,000 tons of ore; Ford and Schofield, each about 25 men and 7,500 tons; Succasuny, 30 men and 8,500 tons; Byram, 40 men and 16,000 tons; Irondale, 75 men and 16,000 tons; the Hibernia (Glendon) about 13,500 tons; ditto (Wood's), 20 men and 8,000 tons; the Richard (Thomas Iron Company's), 40 men and 11,000 tons; the Mount Hope, about 60 men and 20,000 tons. These are in addition to the mines worked by the Trenton and Boonton Companies, as well as a score of others of less note, carried on by various individuals. The aggregate product of the New Jersey iron mines cannot be less than 150,000 tons per annum, employing as miners, laborers, teamsters, &c., from 800 to 1,000 men; and in the forges, furnaces, and other iron works of that State, between two and three times that number. With present facilities these works could easily meet a demand of 250,000 tons of ore, or 150,000 tons of pig iron annually.

THE ZINC AND FRANKLINITE MINES.

These are confined to a single ridge in Sussex county, about seven miles in length, between the villages of Sparta and Franklin Furnace. The principal deposits occur at Mine Hill and Stirling Hill. The processes of separating the zinc from the iron with which it is associated, have been so often described that it is unnecessary to explain them here. Mine Hill, formerly the property of the New Jersey Franklinite Company, has lately passed into the hands of the *Boston* Franklinite Company, who are about resuming operations. The old Company failed, the alleged cause being dishonest stock operations. At Stirling Hill the New Jersey Zinc Company and the Passaic Zinc Company are at work with an aggregate force of 150 men, and will probably take out 12,000 tons of ore the present year. This is carted to the canal and manufactured at their respective works in Newark and Jersey City.

The Franklinite and zinc ores, it should be stated, are nearly alike, differing in the relative proportions of zinc and iron contained in each. They are found lying side by side, separated by a thin wall of sandstone, and imbedded in a matrix of crystalized limestone, resting immediately upon the gneiss rock. The Franklinite is smelted in works at the mine, the iron being largely in demand, while it is rejected as unprofitable in the zinc ores proper. More than 15,000 tons of both will probably be taken out this year, and 20,000 in 1861, according to present appearances. These mines may be considered as practically inexhaustible.

The greatest want of that portion of the State is railroads. To meet this, the Morris and Essex line requires to be extended to the Delaware so as to furnish avenues in both directions all the year round and, by its connections, to deliver coal near the mines. A line has just been surveyed and the right of way obtained from Boonton west to the Morris and Essex road and east to the Great Notch, whence the road could be run to Paterson,

Newark or both. From this as a main trunk branches could be run up the several valleys, such as the Walkill, the Hopatcong, the Berkshire, the Ringwood, etc. If the people of that section of New Jersey will only begin in earnest by putting their own shoulders to the wheel, no doubt a fair share of assistance can be procured elsewhere for the purpose of developing one of the richest and most extensive iron regions in this country, and situated almost at our very doors.

Don Pedro II. Railroad.

The following is the substance of a letter from a correspondent of the New York *Times*, dated Rio de Janeiro, Friday, June 8, 1860, giving a description of a tour of inspection recently made by the Emperor over that portion of the Don Pedro II. Railroad now in course of construction by the American contractors:

His Majesty left the Palace of San Cristov at daylight on Saturday last, by special train, and arrived at Belem, the terminus of the first completed section, at 8 A. M., on the same morning, the distance being about 70 miles. At the station he was met by Conseilheiro Ottoni, President of the road: Major Andrew Ellison, Jr. Chief Engineer: Wm. Ellison, Assistant Engineer; Chas. J. Hannah, Esq., one of the contractors; and all the principle functionaries of the Vassouras District. The road, which will, when finished, extend some three hundred miles into the interior of the largest coffee-growing district, was originally the scheme of a Dr. Cochrane, an English resident of this place, he having succeeded in procuring a grant from the Imperial Government for its construction. Finding, however, that years passed away without the work being commenced, and that a *bona fide* company was in formation, the Brazilian Government gave Dr. Cochrane the sum of $150,000 for his right, and issuing a guarantee of 7 per cent. upon the stock, the new company, under the direction of the Government, came into existence, and the first section of the work was commenced by Messrs. PRICE & Co., English contractors. This first section, which extends to Belem, has been completed about three years, but the work was not done to the satisfaction of the company, and evidently pushed through with a view of outside show more than substantiality.

When proposals for the second section of the work were issued by the Company, Messrs. ROBERTS, HARVEY, & Co., American contractors, entered the field, and were the successful competitors. The firm consisted of Messrs. ROBERT and GEORGE HARVEY, W. MILNOR ROBERTS, JACOB HUMBIRD and CHARLES J. HANNAH—the latter gentleman being long and favorably known in Brazil as an enterprising ship-builder in Rio. The portion of the road embraced as the second section, although but seventeen miles in length, is perhaps, viewed in a scientific light, as stupendous a piece of work as any of our mountain crosses in the United States. It has to traverse a mountainous range some 3,000 feet above the level of the sea, and some of the fillings required are enormous, while the shafts for the tunneling have to be sunk in some places upwards of 450 feet, and these have to be cut through the most solid kind of trap rock. To accomplish this work the contractors are allowed seven years, two of which have already expired, and the work has advanced beyond the expectations of the contractors themselves, and much to the surprise of the most scientific resident engineers. At the time the contract was awarded to Messrs. Roberts, Harvey & Co., Col. Garnett of Virginia, was the company's Engineer-in-Chief, but his position was soon after filled by Major Andrew Ellison, Jr., the present incumbent, Col. Garnett having retired on account of ill health. Major Ellison's staff of Assistant Engineers, who are all Americans, consist of Messrs. Marine, T. W. Chandler, William Ellison, Spear Nicholas, Carolus McLellan, John McClenahan, Sidney Royal, Mr. Beckham, and one or two others whose names I am unacquainted with. The subcontractors are Messrs. Sampson, Muhlenburg, Dr. Davis, and John Humbird.

But to return to the Emperor's visit. The whole of the first day was consumed by an inspection of the first eight divisions, when the imperial *cortege* arrived at the fazenda of Senor Commendor Faria. The Emperor dined and slept here, and started the following morning at daybreak to resume his inspection. On arriving at the mouth of the grand tunnel, the Emperor dismounted, and accompanied by Major Ellison, Messrs. Hannah and Sampson, went in and remained some time, highly interested in the mining work. On their reaching the grand shaft, which has already been sunk 360 feet, the Emperor signified his intention to descend, and requested Major Ellison, (being a man about his own size and weight,) in the most affable manner, to go down with him. The Major having seated himself on the other side of the tub, the order to lower was given, and his Imperial Majesty was soon lost to sight in the darkness below. They remained below an unusual length of time, his Majesty being so much interested in the nature of the work, and on his re-appearance in safety at the mouth, was spontaneously greeted with the *vivas* of all present. After descending the other shafts, and entering the completed portions of the tunnel, he proceeded to Brandon, the residence of Mr. Jacob Humbird, who is *the working man* of the line. Here the Emperor desired Mr. Humbird to be presented, and complimented him on the advancement of the work. Lunch was then served, and after passing over the remainder of the line, the Imperial party retraced their steps to Macacos, the residence of Major Ellison, where the Emperor had arranged to pass the night. His Majesty dined and slept here; Mrs. Ellison being permitted to honor his Majesty by facing him at the dinner-table. The Emperor here inspected all the plans and drawings of the road, and the next morning after tendering his thanks to Major and Mrs. Ellison, and officially expressing to Mr. Ottoni, the President of the road, his satisfaction at the progression of the work, and his interest in its completion, he left by special train for the palace, arriving safely at 9 A. M., where he was received by the Empress and the Princesses.

Girard College (Phila.) Passenger Railroad.

The following is the statement of this company July 1, 1860:

LIABILITIES.

Capital stock--10,000 shares—par $50, on which has been paid $15 per share, and there has been an instalment of one dollar per share called, payable July 21st, *which will be all that will be required*	$160,000 00
Sundry indebtedness	4,031 42
Net earnings for 6 months from January to July	10,839 27
Total	$174,870 69

ASSETS.

Railway and equipments, consisting of 25 cars, 138 horses, harness, sleighs, omnibuses, &c., &c	$117,664 28
Passenger railway station, stables, &c.	36,894 33
Ridge Avenue and Manayunk Passenger Railway Company due them upon the settlement of building account	3,310 14
Instalment due July 21st	10,000 00
Cash in hand of Treasurer	7,501 94
Total	$174,870 69

The Company issued no bonds.

It will be observed from the above statement, that after paying the debts due, there will be a balance on hand of $16,780 66, including the net earnings of the road for six months, from January 1 to July 1. The dividend to stockholders of one dollar per share will absorb $10,000 of this amount, leaving a surplus on hand for any contingency of $6,780 66.

German Railways.

In the "Journal of the Statistical Society of London," for the present month, appears a highly interesting and valuable paper on German railways, by Mr. Wilhelm Lazarus, Hamburg, presented to Mr. Samuel Brown, from which we collect the following statistics; adding a few of our own by way of comparison with British railways.

In Germany (composed of 39 different Governments, having different laws, different money, and different weights and measures,) there are three classes of railways:

1st. Government railways—*i. e.*, constructed and worked by the Government.

2d. Shareholders' Government railways—*i. e.*, constructed by Shareholders, but worked by Government.

3d. The Shareholders' railways—*i. e.*, constructed and worked by shareholders.

The German railways here mentioned are all the railways of the countries belonging to the German Diet.

The author remarks: "There is great similarity between the German and English railways as to their unsatisfactory financial state." From the facts which will be presently mentioned it will be seen what this "unsatisfactory financial state" of the German railways is. It may be unsatisfactory to the Germans, but we rather think if British railways paid as well as German, railway proprietors in this country would be rejoicing as a prosperous body.

The author quaintly adds: "But they (railways in Germany) pay better than in England."

We should think they did, indeed!—nearly double as well; but of this, hereafter.

The total length of German railways opened at the end of 1857 was 6,708 miles.

There were then, also, authorized but not opened 2,060 miles, making a total of 8,768 miles opened and authorized.

The capital raised for the lines by shares, and loans up to the end of 1857, was, in Prussia:

Government railways, 7 lines	£9,726,133
Shareholders' railways (government management) 10 lines	9,495,855
Shareholders' railways, 20 lines	24,859,110
In other German Countries:	
Government railways, 8 lines	30,608,990
Shareholders' railways, 17 lines	8,903,559
In Austria:	
All railways	29,158,650
Total	£112,752,297

"The capital raised for the lines in the course of construction was at the end of 1858:

Shareh'ders' railways, new lines, 7 lines	£8,712,860
Do. extensions and branch lines 9 lines	11,290,716
Goverment railways, 4 lines	not stated.

"The capital to be raised for shareholders' railways (government management) and shareholders' railways up to the end of 1858, (Austrian railways excluded,) was £63,262,100

Of which had been raised on original shares	£33,375,000
On loans and debentures.	22,800,000
	56,175,000
Leaving amount to be raised	£7,087,100

"Of the new lines in the course of construction at the end of 1857, (2,060 miles,) 95 miles had been opened in 1858, leaving 1,965 miles in the course of construction at the end of 1858."

The revenue receipts from the 6,708 miles in 1857 were £12,875,913.

Here the annual revenue is about 11½ per cent. of the capital. How happy should we be with such a traffic in relation to our capital!

As in England, the traffic of German railways has much increased in the course of years. The length of the railways has also increased, but the

increase in the traffic has been greater than the increase in the length of line, which is well shown by the following little table:

German Railways, 1834–1857. Comparative results at intervals of four years.

Year.	Receipts from pass'gers per mile.	Rec'pts from goods pr. mile	Total receipts per mile.*
1834	£2	£125	£133
1838	183	220	418
1842	553	257	831
1846	591	390	1,016
1850	466	485	1,028
1854	567	763	1,604
1857	642	1,170	1,919

The ratio of total receipts per mile between England and Germany is as 100: 71."

The average cost of (capital raised for) German railways on the 31st December, 1857, was £16,980 per mile opened, which is a little less than half that of our railways, the ratio being as 48 to 100.

In 1857, the Prussian railways carried 18,414,-094 passengers, and killed only one passenger, and injured but one. What did we do in the same time? According to Captain Galton's report (Board of Trade) we killed 25 passengers on our railways from causes beyond their own control, and wounded no less than 631 passengers. It is true we carried 139,008,887 passengers in that year, (1857,) but the number of killed to carried is one to 5,560,355, the Prussian being one to 18,-414,094. The greater safety of the German railways may, we think, be traced to their more moderate speed and careful working.

The working expenses of German railways in 1857, were 48.5 of the receipts, about the same as ours, notwithstanding that our traffic per mile is much larger.

The per centage of working expenses to receipts on German railways has greatly fallen in the course of years, but owing to the increase of the traffic the cost per mile per annum has enlarged. The great fall in the per centage of expenses has of course benefitted the owners of the German railways. The following table exhibits these interesting facts clearly:

Year.	Miles opened.	Working expenses per cent. of total receipts.	Working expenses per mile.
		Per cent.	£
1834	79	....	...
1835	80	75.0	281
1836	115	62.5	261
1837	131	65.5	252
1838	188	68.9	288
1839	295	73.3	421
1840	392	57.5	416
1841	560	59.2	530
1842	793	57.6	480
1843	980	51.8	471
1844	1,214	50.8	476
1845	1,587	52.9	475
1846	2,100	52.7	535
1847	2,893	53.9	555
1848	3,519	58.3	525
1849	3,944	53.8	510
1850	4,387	51.1	525
1851	4,620	48.4	546
1852	4,839	52.2	794
1853	5,101	52.4	750
1854	5,323	50.5	811
1855	5,754	48.0	869
1856	6,529	48.9	855
1857	6,708	48.5	931

* In the total receipts are included Sunday receipts, most railway companies having some other receipts besides those from passenger and goods traffic.

The per centage of profits on capital of the German railways in 1857 appears to have been 7.05 per cent. According to Capt. Galton, in our case, in 1857 it was only 4.06 per cent., and less than 4 per cent. dividend. We are not quite clear whether the German 7.05 per cent. is profit or dividend. If it be profit on the whole capital the dividend would no doubt be much larger than 7 per cent. since the preferred part of the German railway capital (£22,800,000 up to 1858) pays about 4½ per cent. interest, which would raise the dividend, the profits on the total capital being in excess of 4½ per cent. With us the case is at present different, for although the rate of interest on our preferred railway capital (including loans) is about 4¾ per cent. on the average—not quite 4¾—namely, 4.67 on the average, yet the profits on the whole capital being less than the rate of interest on the preferred capital, the dividend is crushed down below the per centage of profits. Every year, however, is bettering our condition in this respect, since our rate of interest does not increase while our profits do. Soon—perhaps in this year 1860—the per centage of profits on the whole capital will be in the United Kingdom, as in Germany, above the rate of interest paid on the preferred portion of the capital, and then having preferred capital will be an advantage to dividend instead of disadvantage as at present.

If the German 7.05 per cent. be only dividend—if it were profits on capital the dividend would be, as explained, more than 7.05 per cent.—it is very good compared with ours. In 1857 our dividend—taking Captain Galton as authority—was only 3.60 per cent. 7.05 is not very far short of double 3.60.

We have no doubt that in time our railways will pay like the German, 7 per cent. per annum, but by that time the German will doubtless yield much more than 7 per cent. The following table shows the progress they have made in this respect, so interesting in the eyes of the shareholders whatever it may be in those of the public:

On an average the capital invested in German railways realized,

	Pr. ct.		Pr. ct.
In 1834	[illegible]	In 1846	3.60
1835	2.36	1847	3.39
1836	3.64	1848	2.67
1837	2.69	1849	3.12
1838	1.95	1850	3.67
1839	2.27	1851	4.45
1840	3.60	1852	4.87
1841	3.65	1853	4.74
1842	3.88	1854	4.25
1843	4.71	1855	5.11
1844	4.17	1856	6.07
1845	3.64	1857	7.05

Time was, therefore, when even the German railways, now paying upwards of 7 per cent. per annum, paid under 2½. The steady progress of the railway dividends even in so comparatively poor a country as Germany must afford additional evidence, if any were wanting, to suffering British shareholders, that there is a good time coming, if they will only wait a little longer.—*Herapath.*

Valparaiso and Santiago Railroad.

A letter dated Valparaiso, Chili, May 2, says:—"The shareholders in the Valparaiso and Santiago Railway are called to an extraordinary meeting, to be held on the 17th inst., to consider certain terms of compromise entered into conditionally with their contractor, Verdugo, regarding an unfinished tunnel. This contractor stipulated to excavate the tunnel, of the hill or ridge of San Pedro, near Quillota, at a certain price and time, receiving pay at fixed rates per month. Disagreements arose, however, after a little. Not a stroke of work has been done for two years by the contractor, and he also refuses to give up the affair and let the company make other arrangements. Meanwhile, the ridge has to be crossed by a stationary power, drawing the freight and passengers up an inclined plane. This involves change of cars twice in thirty miles, as well as no small delay. But it is worse for the company, since they have an engine and train of cars on each side the hill, and thus, counting the engine on the summit, have three locomotives for every train that goes through that short distance. In fact, I am told the extra cost to them is not less than $3,000 or $4,000 per month, and that the income of the road from Quillota leaves no profit at all, but is just absorbed in the cost of working. Hence, as the case is and has, for twenty-four months, been in law, any one may judge the amount of vexation to which the proprietors of the road are exposed. It will be cheap at almost any rate if the contractor can be bought off, for he holds things now at a dead-lock."

Our Street Post Routes.

ORDERS FROM THE POSTMASTER-GENERAL.

POST OFFICE DEPARTMENT,
APPOINTMENT OFFICE, July 14, 1860.

SIR:—I am directed by the Postmaster-General to transmit to you the enclosed copy of an order, made this day, declaring the streets in New York city post routes, and to request you to have the same published for the information of all concerned.

As the act of 15th June, 1860, limits the carrier's fee for the delivery of letters to one cent, it becomes necessary, independently of other considerations, for the Department, in order to sustain the carrier system, to take charge of the whole business of letter carrying in New York. Therefore in promulgating the order of the Postmaster-General, you will at the same time give notice of his determination rigidly to enforce the laws against any and all private carriers or expresses in the city from and after the 1st proximo.

HORATIO KING.

Hon. JOHN A. DIX, Postmaster, New York.

POST OFFICE DEPARTMENT, July 14, 1860.

NOTICE TO NEW YORK LETTER CARRIERS.

Agreeably to the authority conferred by the tenth section of the act of Congress of 3d March, 1851, entitled "An act to reduce and modify the rates of postage in the United States, and for other purposes," it is hereby ordered that all the avenues, streets, lanes, alleys, roads and highways, in all that part of the city of New York lying south of and below 55th (Fifty-fifth) street, including that street, be and the same are hereby established as post roads. This order to take effect 1st August, 1860.

J. HOLT, *Postmaster-General.*

Journal of Railroad Law.

FAILURE TO CARRY FREIGHT IN THE USUAL TIME; LIABILITY OF COMPANY FOR, ALTHOUGH OCCASIONED BY THEIR SERVANTS WRONGFULLY REFUSING TO WORK.

The case of Blackstock *vs.* The New York and Erie Railroad Company, decided by the Court of Appeals of the State of New York, grew out of the well-remembered "strike" of the engineers of the New York and Erie Railroad Company, intended to compel the repeal of the rule making the engineers liable for running their trains off the track.

The action was brought against the defendant as a common carrier, for a delay in the carriage of a large quantity of potatoes in barrels and sacks, from Hornellsville, in Steuben County, to the city of New York. They were received by the defendant on different days in June, 1854, and would have been delivered, according to the usual course of business, within five days, but they were detained about seventeen days, and when delivered they were nearly worthless on account of the delay in their transportation. This delay was occasioned by the strike, before alluded to, in which 140 out of a total number of 168 engineers refused to work. The circumstances were as follows:

On the 15th of May, 1854, the company adopted a new rule for the government of its engineers, to the effect that they were to be thereafter accountable for running trains off the track at the switches

at any station where the trains should stop. This rule was a substitute for a former one upon the same general subject which had been found impracticable, and which had not, therefore, been enforced. The defendant used diligent efforts to procure other engineers to run his trains, but was not successful.

The case was tried before a referee, who found that the conduct of the defendant's engineers did not furnish a defence, and reported in favor of the plaintiff for $800 damages, for which judgment was entered, and affirmed by the General Term of the Superior Court, from which judgment the defendant appealed to the Court of Appeals. The following is the decision of the Appellate Court, affirming the judgment:

DENIO, J.—The position that the defendants are not responsible, because the misconduct of their servants was wilful and not negligent, cannot be sustained. The action is not brought on account of any injury done to the property by the engineers, but for an alledged non-performance of a duty, which the defendants owed to the owner of the property. If their liability to perform was occasioned by the default of persons for whose conduct they are responsible, they must answer for the consequences, without regard to the motives of those persons. In the common case of a contract for services, as for building a house, which the builder had been unable to perform, because his workmen had abandoned his service, proof that their conduct was wilful, and in every way unjustifiable, would not give the party injured an action against them, nor would it excuse the party who had made the contract. A similar point was taken in Weed *vs.* The Panama Railroad Company, where the misconduct of the defendant's servants in detaining a train of cars was active; but it was held not to furnish any answer to the action for the detention. The cases in which it has been held, that if a servant, while generally engaged in his master's business, wilfully commit a trespass, as by intentionally driving his master's carriage against the carriage of another person, the master is not liable, have no application to the present case.

It has been repeatedly held, and may be taken as settled law, that a carrier is not under the same absolute obligation to carry the goods intrusted to him in the usual time, which he is to deliver them *ultimately* at their destination. But in the absence of a legal excuse he is answerable for any delay to forward them in the time which is ordinarily required for transportation, by the kind of conveyance which he uses. In the case referred to, from Kernan's Reports, we held that where a railroad was fully equipped with engines and freight carriages; but more property was offered at a particular point than could be sent forward at once, the delay was justifiable, provided no unfair preference was given to other freight over that of the plaintiff. In the present case, the excuse arises wholly out of the misconduct of the defendant's servants, who wrongfully refused to perform their duty, and thus deprived the defendants, for the time, of the ability to send forward the property; and the question is, whether the defendants case can be separated from that of the engineers, so that it can be held that though the latter were culpable, their employers, the defendants, were without fault, and consequently not responsible to the plaintiff. This involves the consideration of the legal effect of the relations which exist between the several parties.

In the first place there was no privity between the plaintiff and the engineers. The latter owed no duty to the former which the law can recognize. If they had committed a positive tort or trespass upon the property, the owner might pass by the employers and hold them responsible, but for a nonfeasance or simple neglect of duty, they were only answerable to their employers. The maxim in such cases is *respondeat* superior. Although the nature of the contract between the railroad company and the engineers is not disclosed in the finding, it is quite improbable that it was such that the latter might throw up their employment upon two days notice without any legal cause. If it were of that character, the liability, moral as well as legal would rest upon the defendants, for in that case they would have neglected a most ordinary precaution for securing the continuous running of their trains. Assuming then, that abandoning their work was a breach of contract on the part of the engineers, they by that act became responsible to the defendants for all its direct consequences. The case therefore, is one in which the actual delinquents, through whose fault the injury was sustained, were responsible to the defendants, but were not responsible to the plaintiff. This shows the equity of the rule, which holds the master or employer answerable in such cases. Its policy is not less apparent. Those who intrust their goods to carriers have no means of ascertaining the character or disposition of their subordinate agents or servants; they have no agency in their selection, and no control over their actions. In case of a loss by the misconduct of a servant, the party injured has no means of ascertaining whether due caution was exercised by the master in employing him, or prudence in retaining him; and in the case of a controversy between the master and the servant as to which was the real delinquent, the owner of the property must, generally, be without the necessary evidence to charge the liability upon the master. The rule which the law has adopted, by which the master is held responsible for the acts of his servants, is the one best calculated to secure the observance of good faith on the part of persons intrusted with the property of others. The motive of self interest is the only one adequate to secure the highest degree of caution and vigilance by the master. The principle itself is extremely well settled.

I cannot see anything in the circumstances of the defendant to take the case out of the rule. Being a corporation, all their business must necessarily be conducted by agents, and if they are not liable for their acts and omisions, parties dealing with them have no remedy at all. A railroad corporation, is no doubt peculiarly exposed to loss from the misconduct of its engineers; and in the present case it does not appear that the slightest blame can attach to any of the superior officers of the company. Still that the property intrusted to the defendant to carry has been lost proves a failure on their part to perform the duty with which they were charged, and the only answer which they are able to make to the demand for compensation, is that the failure was caused by the misconduct of their servants. This we have seen cannot avail them as a defence. I have looked into the exceptions to the rulings of the judge upon the trial and think those rulings were in both the instances where exceptions were taken entirely correct. The judgment of the Court must be affirmed.

POWER OF GOVERNOR TO SIGN BILLS AFTER THE ADJOURNMENT OF THE LEGISLATURE.

We published in a recent number, the decision of the Special Term of the Supreme Court of New York denying the Governor of the State the power to sign bills after the adjournment of the Legislature. Although this decision has been affirmed by the General Term of the New York Supreme Court, the case has been carried to the Court of Appeals, who have held to the contrary, and we may consider the law of New York upon this point as now settled. As we understand, not yet having seen or read the decision, the power of the Governor to sign bills after the adjournment of the Legislature, is fully affirmed. As soon as we can procure the decision itself, we shall publish it in our columns.

Coal and Wood Burning on the New Jersey Railroad and Transportation Company's Railroad.

OFFICE NEW JERSEY R. R. AND TRANS. CO.,
May 26, 1860.

J. P. JACKSON, Esq., *Vice-President* and *Superintendent*:—SIR: I beg leave to submit the following report, showing the cost of fuel for the past year, and comparative economical results, between wood and coal. From an advance in the price of wood and an increase in the number of trains run, a considerable increase is exhibited in this department of expenditures over last year's report. During the year 1859, the company consumed—

4,609¼ cords, oak and hickory wood, costing $4.35		$20,070 23
8,731 cords pine wood, costing 4.61.		40,149 91
13,340¼ cords, Total first cost		$60,270 14
Add $1 per cord for transporting, sawing, &c.		13,340 25
Total		$73,560 39
Less for wood used in cars and lighting fires		2,000 00
Total		$71,560 39
Total miles run during the year		429,516
Of which was run by coal engines		66,242
Balance run by wood engines		363,274
Cost of wood per mile		$19 69

The following table exhibits the performance of our coal burning engines for the 12 months ending April 30, 1860:

Names of engines.	Cords wood.	Miles run.	Coal consum'd per mile.	Average cost of fuel per mile.
Dickinson	24¼	21,243	31.2	8.54 cts.
Zabriskie	34¾	23,795	34.7	9.95 "
Phœnix	10¼	7,727	27.8	8.24 "
Chetwood	15¼	13,374	32.8	9.45 "

66,242 miles run by coal burning engines at an average cost for fuel of $9.39 cents, which on 363,274 miles run with wood, would have effected a saving of $37,427.22, if coal burning engines could have been substituted for wood burners. But in order to arrive at safe conclusions as to economical results, the additional cost of repairs to coal burners must be taken into account. Their use has thus far been to a certain extent experimental, and most of ours, having been faulty in construction, (one of them having to be almost entirely rebuilt,) have involved a heavy expenditure, which by substituting copper for iron in fire-boxes, and other improvements which experience has suggested, may in future be avoided, and it is confidently

believed that hereafter the costs of repairs to coal burners will be little, if any, greater than to wood burners doing the same service. The following table, prepared with care, exhibits the total cost of repairs, including rebuilding and furniture, of the four coal burners now running, compared with the four last wood burners put on the road of similar class, from their construction up to the present time:

Name of Coal Engines.	Builders.	When built.	Tot. cost of rep'rs, &c.	Mil. run.	Average cost of rep'rs per mile.
Dickinson	Jersey City Loco. Co.	1856	$7,148 49	108,031	6.93 cents.
Phœnix	William Mason.	1856	7,265 05	61,486	11.82 "
Zabriskie	Do.	1858	2,365 07	62,128	4.61 "
Chetwood	Rogers Loco. & M. Co.	1859	271 26	18,374	2.03 "
			$17,449 87	239,969	Av'age per mile, 7.32.

Names of Wood Engines.	Builders.	Wh'n built.	Total cost of repairs, &c.	Miles run.	Average cost of repairs per mile.
Williamson	Danforth, Cooke & Co.	1854	$11,868 26	154,067	7.37 cents.
Vroom	Do.	1844	9,254 25	161,381	5.73 "
Southard	Rogers, Ketch. & Co.	1854	7,615 84	163,347	4.66 "
Pennington	Do.	1856	3,035 24	115,121	2.64 "
			$31,273 59	593,866	Av'age per mile, 5.26.

The coal burners are now all in good running order, while one of the wood burners in the foregoing table is in the shops undergoing repairs that will amount to $1,000, and two others of them require repairs that will amount to nearly $500 each.

But without taking this into account it appears that four of our best wood burning engines while running 593,866 miles, have cost for repairs and furniture the sum of $31,273.59, or an average of 5.26 cents per mile, while the four coal burners have cost for repairs (including almost the entire rebuilding of one of them,) the sum of $17,549.87, while running 239,969 miles, or at an average cost for repairs per mile of 7.32 cents, being 2.06 cents more per mile than for the four wood engines. This on 239,969 miles is $4,943.36 to be further charged to coal account.

The total saving thus far in fuel by the substitution of coal for wood, since the first trial on the road has been about $24,000. Deducting from this the additional cost of repairs will still leave nearly $20,000 saved to the company.

J. B. Gaddis, *General Assistant.*

Mobile and Spring Hill Railroad.

We hear from reliable authority that the contract for all the graduation, masonry, bridging and track-laying of this road, from the foot of St. Francis street to Spring Hill, has been awarded to Messrs. Ruter and Harris, of our city. These gentlemen are reliable and professional railroad men, and creditably known as such upon the Mobile and Ohio Railroad, and are besides vouched for by the best kind of security. The terms of the contract are very favorable to both parties, and the road is to be finished completely and ready for use on or before the 1st of January, 1861.

It is the intention of the Directors to use horses as motive power as far as Ann street, and from there to Spring Hill the recent improved city locomotives.

Mr. Charles T. Liernur, the engineer of the road, will start, in the early part of this week, North, to purchase the necessary rails, engines and cars. The contractors will begin their operations immediately after his return.—*Mobile Register.*

Locomotive Performance on the Baltimore and Ohio Railroad for May, 1860.

	Main Line. 1st Div'n.	2d Div'n.	3d Div'n.	4th Div'n.	Parkersburg Branch.	Washington Branch.	Whole Road.
Average weight of freight trains in tons	368	400	256	288	240	448	.....
Average number of passenger cars per train	6	6	6	6	4	8	.....
Miles run by freight engines	118,436	71,820	37,448	24,930	20,460	5,745	271,870
Pounds of coal per mile run	55.5	69.6	84.4	69.2	71.9	27.2	61.9
Miles run per cord of wood	656	946	1,102	402	572	483	695
Cost of fuel per mile run, in cents	7.4	5.6	4.5	4.6	8.2	5.0	5.0
Cost of stores per mile run, in cents	0.8	0.8	1.0	0.9	0.7	0.7	0.8
Cost of labor and materials for repairs in cents	3.0	4.1	8.9	4.1	3.8	5.2	4.2
Miles run per quart of oil	25.4	28.9	22.5	32.1	26.0	33.2	28.1
Total cost per mile run for freight engines, in cents	12.1	10.5	9.4	9.6	7.9	10.9	10.0
Miles run by passenger engines	20,781	12,188	8,962	23,760	11,640	8,739	87,892
Pounds of coal per mile run	17.6	27.8	65.1	25.8	18.8	34.0	31.5
Miles run per cord of wood	1,146	2,074	1,492	901	219	577	1,068
Cost of fuel per mile run, in cents	2.5	1.8	5.3	3.2	3.3	5.7	8.6
Cost of stores per mile run, in cents	0.7	0.6	0.8	0.8	0.6	0.8	0.7
Cost of labor and materials for repairs, in cents	8.1	2.8	8.1	2.7	2.1	2.4	2.7
Miles run per quart of oil	36.7	45.7	30.1	37.6	40.8	37.6	38.0
Total cost per mile run for passenger engines, in cts.	6.8	5.2	9.2	8.7	6.0	8.9	7.0
Total expense per ton one mile, in mills	0.033	0.026	0.037	0.033	0.033	0.024	.....

The above engine totals do not include the wages of engineers and firemen. The cost of wood ranges from $3.25 and $4.50 per cord; and the cost of coal, from $1 00 to $3.25 per ton,—both being on the tender.

Comparative Statement for five months.

	1st div.	2d div.	3d div.	4 div.	P. br.	W. br.
Jan'y	0.049	0.043	0.086	0.070	0.090	0.032
Febr'y	0.041	0.032	0.050	0.040	0.041	0.048
March	0.037	0.026	0.044	0.031	0.034	0.021
April	0.033	0.025	0.036	0.036	0.023	0.043
May	0.033	0.026	0.037	0.033	0.033	0.024

Penn Haven and White Haven Railroad.

We are informed that this road, which will form the connecting link by rail between Wyoming Valley and the cities of Philadelphia and New York, has recently received a new impetus, and that the engineer is about locating the route with a view of the work being put under contract. It is also said that the Lehigh Coal and Navigation Company are preparing to make some important changes in their road and business the ensuing fall and winter, with a view doubtless to the early completion of the Penn Haven line. It is surprising that the canal operators and capitalists of this Valley have so long allowed this project to sleep under their neglect. Fifteen miles of railroad are all that is needed to give them a continuous outlet all the year round, for the treasures that are now locked up under the soil six months in the twelve. With a winter outlet for our coal, such as this road will make, our Valley would enjoy a degree of prosperity never hitherto known.—*Luzerne Union.*

Penobscot and Kennebec Railroad.

The annual meeting of this company was held on the 10th inst. at Bangor, Me. The fiscal year of the company closed on the 31st May. During the past year, and since December 1, 1856, this road has been run under a lease to the Androscoggin and Kennebec Railroad Company, who have sole charge of the operating department, and are required to make all necessary repairs in order to maintain the road, its buildings and equipment in a serviceable condition. The gross receipts from the joint operation of these roads were:

From 111,219 passengers	$145,784 88
" 73,168.98 tons freight	140,987 86
" mails, express, etc.	15,458 10
	$302,230 84

And the expenses were:

Repairs of track	$42,609 80	
" equipment	21,578 26	
" buildings, etc.	6,467 20	
Train expenses	12,588 00	
Station "	13,879 99	
Fuel	18,454 69	
Oil and waste	3,420 19	
Miscellaneous	11,385 28	
		130,378 41

Net earnings for the year:

Androscoggin and Kennebec Railroad Company, 4-7ths	$98,201 39	
Penobscot and Kennebec Railroad Comp'y, 3-7ths,	73,651 04	
		171,852 43

Compared with the previous year the gross earnings of both roads show an increase of $20,300 98
The expenses an increase of 5,538 60

Making the increase in net earnings $14,762 38

The increase in the net earnings of this company was $6,326 73. The report says:

The amount of $7,800 due from the company for a portion of the lands purchased of the owners of the Pier Corporation, and which matured in November last, has been adjusted by a new loan on six years, with interest semi-annually, and bonds from the owners have been taken to convey said land when the conditions thereof have been complied with by the company, and mortgages from the different owners have been given of the premises to secure the performance of the conditions of their bonds.

The amount now due for lands and docks purchased of the Pier Corporation is $45,000, which falls due in different payments from one to seven years. It is all important for the interests of the company that the principal of this debt and the interest thereon, should be promptly paid, as no conveyance of title can be obtained without so doing, and a forfeiture of the claims to this property would be extremely detrimental to the interest of the company.

Your Directors informed you in their last report that for reasons therein stated, they had omitted so pay the coupons, matured previous to that time, on the third mortgage bonds.

The maturing in April last of $20,000 of the city of Bangor bonds, and the great importance to the other bonded and stock interests, that these City bonds should be seasonably provided for, imposed upon the Directors, in view of the limited resources of the road, the necessity of passing the coupons on the Second Mortgage bonds, maturing in August, 1859, and in February, 1860.

As, for each year until 1874, the sum of $20,000 of the principal of the City bonds has to be provided for, it is not possible to determine when

the payment of coupons on other classes of the company bonds can be resumed. The payment of these and other debts, of course, depends upon the net receipts of the road, or upon some plan to be adopted before the expiration of the foreclosures, for refunding the existing liabilities.

In consequence of the non payment of the interest on the bonds referred to, the Trustees of both classes of bonds, have, upon the applications of the holders, proceeded to foreclose the respective mortgages given of your road and franchise, by publishing notices thereof in the public newspapers, as provided by law.

The time of redemption on the Thirds expires in July, 1862, and on the Seconds in Feb'y, 1863.

GENERAL STATEMENT.

Capital stock	$556,533 65
City of Bangor bonds 1st mortgage	793,000 00
Company's " 2d "	259,200 00
" " 3d "	156,600 00
Interest scrip due to stockholders	19,027 08
Bills payable and accounts	95,012 40
	$1,879,373 13
Construction, including Pier Co. lands and city lot at Bangor	$1,612,693 96
Equipment	104,019 21
Stock in P. & K. Railroad	78,014 20
City of Bangor bonds unsold	1,000 00
Bills receivable and accounts	1,868 87
Cash	1,190 24
Balance of profit and loss	80,586 65
	$1,879,373 13

The company has of 2d mortgage bonds, which are pledged for $21,353 81 of bills payable, $40,800; of 3d mortgage bonds unsold, $143,400; 360 shares of capital stock; and 779 shares of stock received for 3d mortgage bonds.

The coupons outstanding amount to $37,165; and the unsettled land damages, etc., to $5,800; to which add interest scrip bills payable, etc., as above, $114,039 48—making the floating liabilities of the company $157,004 48.

The assets consist of Bangor bond $1,000; bills receivable, etc., $1,868 87; and cash $1,190 24—making a total of $4,059 11.

The funded debt consists of the three classes of bonds above enumerated, amounting in the aggregate to $1,208,800.

The whole distance run by trains of all descriptions on both roads, during the year was 177,653 miles—being 7,784 miles more than was run during the year previous. The whole traffic of the line in passengers was equal to 3,766,544 carried one mile—of which 1,571,391 were carried on this part of the line. The freight carried has been equal to 2,356,989 tons transported one mile—of which 658,722 is this company's proportion; or 47.7 per cent. of passengers, and 28 per cent. of merchandise.

The officers of the company are:

President—HOLLIS BOWMAN.

Treasurer—ELIAS MERRILL.

Superintendent—EDWIN NOYES.

Mobile and Spring Hill Railroad.

We hear from reliable authority that the contract for all the graduation, masonry, bridging and track-laying of this road, from the foot of St. Francis street to Spring Hill, has been awarded to Messrs. Ruter and Harris, of our city. These gentlemen are reliable and professional railroad men, and creditably known as such upon the Mobile and Ohio Railroad, and are besides vouched for by the best kind of security. The terms of the contract are very favorable to both parties, and the road is to be finished completely and ready for use on or before the 1st of January, 1861.

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Mr. Charles T. Liernur, the engineer of the road, will start, in the early part of this week, North, to purchase the necessary rails, engines and cars. The contractors will begin their operations immediately after his return.—*Mobile Regist.*

Locomotive Performances on the Michigan Southern and Northern Indiana Railroad for May, 1860.

EASTERN AND NORTHERN DIVISIONS.

Length, including branches, 398 miles.

Total number of miles run	95,955
Average cost oil, waste and tallow per mile, in cents	4 73
Average cost for repairs per mile, in cents	4 63
Average cost for wood per mile, in cents	5 95
1 lb. of tallow equal to 1 pint of oil. Wood $2 75 per cord	
Pints oil used	5,160
Cords wood used	2,079
Miles run to 1 pint of oil	18.59
Miles run to 1 cord wood	46.15

WESTERN DIVISION.

Length, including branches, 129 miles.

Total number miles run	54,888
Pints oil used	2,238
Average cost for repairs per mile, in cents	6.14
Average cost for wood per mile, in cents	4.69
Cords wood used	9,373¼
1 lb. of tallow equal to 1 pint of oil. Cost of wood, $2 88 per cord.	
Miles run to 1 pint of oil	24.52
Miles run to 1 cord of wood	58.52
Average cost oil, waste and tallow per mile, in cents	61

Atlantic and Great Western Railroad.

The annual meeting of the stockholders of the Atlantic and Great Western Railroad Company was held at Ravenna, Ohio, on the 10th inst. The Board of Directors elected are as follows:

Nath'l Marsh, New York city; John Dick, Gaylord Church, Wm. Reynolds, Meadville, Pa.; Seth Hayes, Hartford, Trumbull county, O.; F. W. Seymour, Ezra B. Taylor, Ravenna, O.; Marvin Kent, Franklin Mills, O.; Peter Thatcher, Jr., James M. Coffinberry, Cleveland, O.; J. H. Chamberlin, Akron, O.; Jacob Riblet, Gallion, O.; Thos. J. S. Smith, Dayton, O.—only one change from the Board of last year. And the officers: *President*, MARVIN KENT; *Secretary*, F. W. SEYMOUR; *Treasurer*, E. P. BRAINARD.

The progress of the work is thus noticed in the report of Mr. Streator, one of the contractors:

"Mr. Streator, in his report, stated that the work was progressing as fast as it was possible, there now being sixteen hundred men actively employed in the construction of the road. Eighteen miles are now completed and in running order, from the New York and Erie Railroad to Randolph; New York. Thirty-three miles will be finished to Jamestown, New York, by the 1st of August, and sixty-three miles to the Sunbury and Erie Railroad by the middle of October.

Orders have been issued to have one thousand more hands placed upon the work west of Jamestown immediately, and it is the determination to have the road open from the New York and Erie Railroad to Akron, Ohio, by early spring. The contractors are now laying down the rail at the rate of one mile per day, and to show with what energy the work is progressing, we are privileged to say that the bridge across the Conawanga river, in New York, was erected in the short space of forty days. The bridge is one hundred and sixty feet span, of Howe's patent truss, contains over fifteen tons of iron and 400 perch of stone masonry. The masonry was completed in nine days from its commencement. Forty days since the timber in the bridge was growing in the woods. The contract for the rolling stock has been made sufficient to run the road from the New York and Erie Railroad to the Sunbury and Erie Railroad, sixty-three miles, which is expected to be ready for business by the 1st of November."

Railroads in Russia.

We copy from the *U. S. Railroad and Mining Register* the following extract from a letter dated Berlin, June 30, 1860:

The Prince Regent returned last week from a journey to the eastern extremity of the kingdom, which he had undertaken to be present at the opening of a railway from Konigsburg to Eydham, on the Russian frontier, where it is to join a branch of the great Russian railroad between St. Petersburg and Warsaw. When the latter is finished, there will be an uninterrupted communication by rail from Paris to Moscow, and from the shores of the Atlantic and the Mediterranean to the head waters of rivers that empty themselves into the Black Sea and the Caspian, and sanguine expectations are entertained of the advantages that will be derived from it, both in a commercial point of view and by the influx of travelers from the interior of Russia, though it may also facilitate the arrival of less welcome guests in the shape of long coated Russian grenadiers and bearded Cossacks. At Insterburg the Prince was met by General Gortschakoff, the Russian Governor of Poland, to whom he addressed a very complimentary speech, saying how happy he was that the bonds which had so long united his kingdom and his family with the great neighboring empire were about to be drawn still closer by the connecting link of this new international thoroughfare, and on reaching the Russian frontier he dispatched a telegraphic message of similar contents to the Czar, which, of course, was responded to in the most gracious terms. In his replies to the dutiful addresses of the provincial and civil authorities, too, his Royal Highness adverted very pointedly to his friendly relation with all the great Powers of Europe, and altogether was evidently desirous to remove the uneasy feeling that had been aroused by the warlike tone assumed by him on his recent visit to the western limits of the monarchy. In fact, nothing could present a greater contrast than the harangues pronounced by, or attributed to, the Prince Regent on these two occasions; from the former you might have imagined that Prussia was on the eve of hostilities and buckling on her armor for the fight, while the latter breathe nothing but peace and good will to all men.

Cincinnati Passenger Railroad Company.

The following gentlemen have been elected directors of this road:

President—JAMES J. ROBBINS.

Directors—E. Flint, S. S. L'Hommedieu, E. W. Woodward, Samuel N. Pike, S. W. Ely, James J. Robbins and N. Headington.

Secretary and Treasurer—S. W. ELY.

Wilmington, Charlotte and Rutherford (N. C.) Railway.

Fifty miles of track from Wilmington west, has been laid and is now being worked. It is expected that cars will be running an additional 50 miles on this division by the close of the year. On the Western Division, 4 miles of track west from Charlotte are laid, and the work, forward to Lincolnton is progressing steadily.

Sabine and Western Texas Railroad.

The section of the road from Beaumont to Orange and the Sabine, a distance of twenty-two miles, is now being pushed ahead with spirit, and it is asserted by those in charge of the work, that the road will be completed to Orange by the first of August. On the section from Liberty to Houston, a distance of thirty-nine miles, the work is also progressing, and this section will probably be completed in the early part of November.—*Liberty Gazette.*

Railroad Earnings.

The earnings of the Cleveland and Toledo road for June 1860, were $55,180
June, 1859 53,753

Increase $1,427

The earnings in June of the St. Louis, Alton and Chicago Railroad were:

Passengers $32,793 38
Freight 40,175 96
Mails and express 3,730 34

Total $76,699 68
Corresponding period in 1859 ..... 56,453 00

Increase in 1880 ..... $20,246 68

The Milwaukee and Mississippi Railroad earned in June, 1860 ..... $49,166 79
June 1859 ..... 53,382 84

Decrease $3,216 05

The earnings of the New York and New Haven Railroad Company for June, 1860, were as follows:

Passengers $63,996 82
Freight 13,000 00

Total $76,996 82
June, 1859 ..... 73,608 18

Excess in 1860 ..... $3,388 64

The receipts of the Morris Canal Co. to June 30, 1860, were $120,412 49
To July 2, 1859 ..... 110,199 73

Increase $10,212 76

The earnings of the Cleveland and Erie Railroad for June were:

June, 1860 ..... $68,649 33
June, 1859 ..... 60,580 51

Increase $8,068 82

Annexed are the details of the June earnings of the Chicago, Burlington and Quincy Railroad:

	1859.	1860.
Freight	$59,636 61	$95,984 23
Passengers	27,300 42	23,774 41
Mails and miscellaneous	2,201 47	4,976 87
Total	$89,138 50	$124,735 46
Increase		$35,596 96
Earnings per mile	557 12	779 60
Increase per mile		222 48

CHICAGO, BURLINGTON AND QUINCY R. R. LINE.

Between Chicago and Burlington, 210 miles.

	June, 1859.	June, 1860.
Freight	$67,137 36	$107,964 50
Passengers	31,808 70	27,969 90
Mails and miscellaneous	2,514 06	5,337 05
Total	$101,460 12	$141,271 45
Increase		$39,811 33

Between Galesburg and Quincy—100 miles.

Freight	$11,765 74	$12,188 92
Passengers	9,897 87	9,470 73
Mails and miscellaneous	1,258 18	882 00
Total	$22,921 79	$22,541 65
Decrease		$380 14
Aggregate for 310 m.	$124,381 91	$163,813 10
Increase		$39,431 19

The earnings of the Housatonic Railroad for June were:

June, 1860 ..... $28,687 04
June, 1859 ..... 23,507 62

Total gain $5,179 42

Total receipts for six months, ending June 30, 1860 ..... $136,213 25
Corresponding months in 1859 ..... 119,649 75

Total gain $16,563 50

The traffic of the Great Western Railway of Canada for the week ending July 6, 1860, was as follows:

Passengers $16,239 54
Freight and live stock 10,744 85
Mails and sundries 1,460 57

Total $28,444 96
Corresponding week last year 27,132 15

Increase $1,312 81

The Norwich and Worcester Railroad earned in June:

	1859.	1860.
Passengers	$10,558 47	$10,185 86
Freight	19,069 51	21,625 57
Total	$29,627 98	$31,811 43
Increase		$2,183 45

The earnings of the Dayton and Michigan Railroad for June were:

Passengers $12,004 83
Freight 20,887 67
Mails and express 1,485 98

$34,478 48

These figures show an increase over the business for May, of $2,250 17.

The following shows the earnings and expenses of the Cleveland and Mahoning Railroad for June, 1860:

Passengers $4,330 00
Freight 11,604 21
Coal 11,692 00
Mail 262 50

$27,888 77
Expenses 10,562 67

Net $17,326 10

The earnings of the Cleveland, Columbus and Cincinnati Railroad for June, this year and last, were:

June, 1860 ..... $86,423 60
June, 1859 ..... 83,396 78

Increase $3,026 82

The following are the earnings of the Great Western Railway for the week ending July 13th, 1860:

Passengers $15,958 60
Freight and live stock 10,474 35
Mails and sundries 1,298 51

Total $27,731 96
Corresponding week of last year 27,399 91

Increase $342 05

The La Crosse and Milwaukee Railroad earned in June, 1860 ..... $50,780 02
June, 1859 ..... 49,999 67

Increase in 1860 ..... $780 35

The Receiver's report of the operations of the Central Ohio Railroad for May is as follows:

Balance from last report $54,825 50
Receipts from passengers .. $19,960 91
" freight 21,611 28
" mail & expr. 3,724 91
47,297 10

$102,122 60

Disbursements including $3,192 92 carried to construction account 40,235 00

$61,887 60

Due from other roads $16,940 83
" local agents 2,674 07
19,614 90

$81,502 50

The receipts of the New Jersey Railroad and Transportation Company for the first six months of 1859 and 1860 compare as follows:

	1859.	1860.
Way lines, passengers	$231,156 91	$264,928 52
Freight	46,360 22	56,327 59
Through lines	108,192 07	108,703 66
Mails, rents, misc., etc.	93,350 81	109,367 03
Total	$479,059 57	$539,326 80

The earnings of the Hannibal and St. Joseph Railroad were for the month of

June, 1860 ..... $81,102 15
June, 1859 ..... 55,262 93

Increase $25,839 62

The receipts of the Grand Trunk Railway of Canada for the week ending July 7, were $51,754 37
Week ending July 9, 1859 ..... 39,707 94

Increase in 1860 ..... $12,046 43
Total traffic from July 1st, 1860 ..... $51,754 37
Same period last year 39,707 94

Increase $12,046 43

The earnings of the Erie Railroad for the month of June, 1860, were $393,409 79
1859 ..... 330,765 94

Increase $62,643 85

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of June, 1859 and 1860:

	1859.	1860.
EARNINGS.		
Passengers	$31,614 81	$31,938 93
Freight	25,961 64	27,768 75
Other sources	1,735 52	1,510 03
Total	$59,311 97	$61,217 71
Increase		$1,905 74
EXPENSES.		
Construction	$332 64	
Maintaining road	19,322 67	$15,911 19
Repairs of machinery	4,105 29	6,641 13
Operating	15,058 20	12,883 74
Total	$38,813 80	$35,436 06
Decrease		$3,377 74

The receipts of the Grand Trunk Railway of Canada, for the week ending June 30th, 1860, were $55,760 61
Corresponding week, 1859 ..... 41,265 65

Increase $14,494 96
Total traffic from July 1, 1859 ..... $2,916,138 10
Do. for same period last y. 2,269,347 65

Increase $646,790 45

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending July 16, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s	86¼ and int.
Covington and Lexington, 1st Mortgage	6s	72½ "
Do. do. 1st do.	7s	83
" " " 2d "	7s	73 "
Ohio & Miss., R. D., Construction	7s	16
Indianap. & Cincinnati, 1st Mortgage	7s	85
" " 2d do.	7s	75
Cinc., Ham. and Dayton, 2d Mortgage	7s	85 and int
" " " 1st "	7s	98 "
Dayton and Western, 1st Mortgage	7s	60 "
" " 2d "	7s	45
City of Cincinnati, Railroad	6s	85

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 75
Columbus and Xenia	83
Indianapolis & Cincinnati	42
Little Miami	83½
Ohio and Miss. R. R. Trustees Scrip	12
Farmers' Bank of Ky., Ex Div.	120
Ohio and Mississippi	1½

Railroads of the State of New York.

(Continued from p. 605.)

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1856.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Albany Vermont and Canada	439,005	600,000	50,000	1,089,005	2,010,634	32.70	73,339	34,654	6,159	114,152	112,407	1,745	*nil.*	*nil.*
Albany and West Stockbridge	1,000,000	1,007,207		2,007,207	2,007,207	38.00	140,428	215,974	8,820	365,195	260,936	104,259	34,260	3½
Black River and Utica	729,921	370,500	206,391	1,306,812	1,323,077	34.94	40,497	20,062	2,205	62,764	34,808	27,956	*nil.*	*nil.*
Blossburg and Corning	250,000	220,000		470,000	496,598	14.81	4,857	31,286	418	36,561	6,168	30,383	12,500	5
Brooklyn City	914,640		34,000	948,640	965,082	10.67	327,629	5,410	822	333,861	246,828	87,033	72 396	8
Brooklyn and Jamaica	284,000	85,000		369,000	369,000	11.00						31,839	25,626	9
Buffalo, Corning and New York	1,487,874	1,475,000	24,783	2,987,658	2,819,096	100.00	82,973	98,638	6,203	182,814	118,054	64,760	*nil.*	*nil.*
Buffalo and New York City	798,439	1,720,000	867,849	3,386,288	3,401,868	91.50	130,000	160 000	8,000	298,000	260,000	38.000	"	"
Buffalo and State Line	1,300,000	1,000,000	20,000	2,320,000	2,589,787	68.34	420,229	366,086	13,800	800,115	474,171	325,944	130,000	10
Cayuga and Susquehanna	687,000	473,000	7,402	1,167,402	1,183,012	34.61	20,473	74,847	1,831	97,151	77,285	19,866	*nil.*	*nil.*
Canandaigua and Elmira	434,361	1,014,400	153,262	1,602,023	1,274,779	46.84	112,128	73,562	6,902	193,292	150,500	42,992	"	"
Canandaigua and Niagara Falls	1,315,000	2,170,000	183,577	3,668,577	3,505,611	100.21	92,189	70,076	4,016	166,151	225,452	*loss.*	"	"
Chemung	380,000	70,000		450,000	490,000	17.36			30,000	30,000		30,000	"	"
Eighth Avenue	800,000			800,000	800,000	5.09	304,865			304,865	174,890	129,975	96,000	12
Flushing	131,339	236,500	33,413	401,252	308,891	7.80	37,492	2,114	466	40,072	41,566	*loss.*	*nil.*	*nil.*
Hicksville and Cold Spring	27,820	17,190	252	45,262	45,262	4.00			3,171	3,171		3,171	1,947	7
Hudson and Boston	175,000			175,000	175,000	17.33	18,082	81,000	776	99,858	88,795	11,063	10,500	6
Hudson River	3,761,600	8,842,400	399,311	13,002,911	12,802,528	144.00	1,101,475	724,018	80,217	1,905,710	1,239,573	666,137	*nil.*	*nil.*
Long Island	1,875,148	641,518	15,256	2,531,922	2,555,986	86.50	189,034	102,644	7,432	300,110	236,445	63,665	"	"
New York Central	24,136,661	14,763,897		38,900,558	29,786,372	555.88	3,207,378	4,328,042	171,928	7,707,348	4,097,867	3,609,481	1,919,564	8
New York and Erie	10,000,000	24,891,000	991,067	35,882,067	33,938,254	465.00	1,656,674	4,545,722	146,594	4,348,990	3,291,157	3,057,833	*nil.*	*nil.*
New York and Harlem	5,717,100	3,853,305	440,664	10,011,069	10,128,765	132.87	520,527	436,245	83,621	1,040,393	715,501	324,892	"	"
Niagara Falls and Lake Ontario	188,620	200,000	36,717	425,337	400,156	13.15							"	"
Northern (Ogdensburg)	1,770,139	4,192,400	346,138	6,308,677	5,492,816	121.75	93,818	343,850	40,008	477,676	340,883	136,793	"	"
Oswego and Syracuse	396,131	197,500	18,045	611,676	741,618	35.91	75,393	67,049	3,749	146,191	69,108	77,083	42,193	11
Plattsburg and Montreal	174,042	300,000		474,042	349,775	23.17	15,000	5,000		20,000	20,000		*nil.*	*nil.*
Potsdam and Watertown	573,906	402,000	296,197	1,272,103	1,360,380	54.00	21,602	25,719	1,036	48,358	24,179	24,179	"	"
Rensselaer and Saratoga	610,000	140,000		750,000	898,805	25.22	139,191	71,382	27,349	237,922	163,739	74,183	48,800	8
Rochester and Genesee Valley	555,970	150,000	41,376	747,346	726,034	18.45	33,177	14,664	1,323	70,435	38,693	31,742	*nil.*	*nil.*
Sacketts Harbor and Ellisburg	167,486	278,400	56,810	502,696	389,171	18.50	3,004	7,571	1,450	12,025	12,025		"	"
Saratoga and Schenectady	300,000	104,000		404,000	480,545	21.50			30,191	30,191	2,005	28,186	15,000	5
Saratoga and Whitehall	500,000	395,000	1,122	896,122	895,000	47.52	101,380	59,264	8,587	169,231	131,961	37,270	25,000	5
Second Avenue	425,000	190,000	288,364	903,364	903,364	8.00	168,368		516	168,884	76,157	92,728	*nil.*	*nil.*
Sixth Avenue	750,000	12,845		762,845	823,655	3.75	237,855			237,855	160,731	77,124	67,500	9
Syracuse and Binghamton	1,200,000	1,400,000	60,000	2,666,000	2,666,488	80.94	89,768	79,342	5,182	165,292	137,297	27,995	*nil.*	*nil.*
Third Avenue	1,170,000	50,000		1,220,000	1,170,000	5.75	356,594		10,834	367,428	255,706	111,722	70,200	7
Troy and Bennington	75,150	169,000	7,934	252,084	254,626	5.88						16,125	*nil.*	*nil.*
Troy and Boston	531,493	760,500	144,230	1,436,223	1,251,282	27.23	72,734	83,563	5,366	161,658	96,283	65,375	"	"
Troy and Greenbush	275,000			275,000	275,000	6.00						16,500	16,500	6
Troy and Rutland	249,939	100,000		349,939	349,939	17.27						21,000	*nil.*	*nil.*
Troy Union	7,611	701,250	4,754	713,615	732,114	2.14			73,606	73,606	12,987	60,619	"	"
Union (Ramapo)	50,000			50,000	50,000	0.25			3,500	3,500		3,500	3,500	7
Watertown and Rome	1,495,493	700,500	86,975	2,282,968	2,096,903	96.76	156,865	258,799	18,559	434,222	245,898	188,825	189,376	12½
Total	68,640,390	73,895,312	4,815,895	147,351,597	130,092,480	2,660.09	10,044,869	12,171,576	814,632	23,031,077	13,649,565	9,765,760	2,779,862	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,284,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	429,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
6 Dec. '59	—	—	—	296.8	—	—	—	*North East and South West*	728,000	*	—	105,760	.....	.....	.....	—	—	—	—	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	....	....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	984,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	80,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	308	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,800	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	....	45.1	....	....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	.....	.....	.....	.....	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	....	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	75¼
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	....	....
-- -- '58	138.0	—	....	75.0	....	....	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	....	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	74
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	68½
-- -- '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,306	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	68½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	623,437	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,423	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	....	....
-- -- '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,929	59,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429 791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	76
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	23½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	111
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	—	—	4,523,400	83.1	540,372	860,119	394,475	8	110½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	388	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	83½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	96,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,499	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	19
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	59.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,035	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	58½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	18
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	527,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	514,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,003	6,018,106	168.0	.....	256,159	—	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	106,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	—	—	—	525,205	ope	r. by Eas	tern Mass.	—	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,900	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	50,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	15	372	Northern New Hampshire	3,343,167	*	33,750	3,088,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	53
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269.605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	120
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	.....	.....	—	—	—	—	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¾	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	60,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,396	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	50½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River.	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	665.9	3,945,128	6,200,848	2,791,419	7	83½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	23½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	15
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	732,114	—	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	—	—	.....	.....	.....	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92½
31 Dec. '59	67.0	—	.....	18.0	10	6	206	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	116
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	36½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82½
31 Mar. '60	144.0	—	.....	—	...	...	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	.....	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	85
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	177.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	.....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	384,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,809	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,352	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	...	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,918	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	18,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	77½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,535	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,866	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	62½
60 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	487,499	6	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidetuns.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,300,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e9,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,979	96,306	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,265	151,536	6	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,671	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,237	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
State Report, 1859.	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,486	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	776,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,956	.....	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	70
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	69,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	108.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,188,232	75.1	.....	269,120	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79.921	157,542	82,485	8	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,415	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
.. .. '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	7
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	218,964	81,045	—	.....
.. .. '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	284,530	.....	.....	—	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	858,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	15	127½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1860	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	57½
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	983,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	88
" "	700,000	6	1880	87
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60)				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	96¾
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	86
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	¶77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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***Columbus, Piqua and Indiana :**				
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Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	91
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	300,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
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----------	----------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	67½
2d Mortgage	----------	---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	102
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	1881	72½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93¼
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,640,000	7	1875	91½
Convertible	1,002,000	7	1877	85
Illinois Central :				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	92⅜
Construction	4,115,000	6	1875	92
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	60
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	79
2d Mortgage	400,000	7	------	74
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	40
1st Land Grant (Western Div.)	4,000,000	†	------	17½
2d Land Grant (Western Div.)	353,600	†	------	17½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	85
1st Mortgage (convertible)	500,000	8	------	97¾
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80½
2d Mortgage	2,175,000	†	1877	48
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	52½
1st Mortgage (convertible)	1,250,000	8†	1877	52½
South-West Branch	350,000	8†	1866	52½
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ----	-------	---	------	----
---- ---- ----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	101½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	100½
2d Mortgage	4,000,000	7	1859	97½
3d Mortgage (convertible)	6,000,000	7	1871	47
4th Mortgage (convertible)	3,729,000	7	1880	69
5th Mortgage	1,277,000	7	1883	94½
Unsecured (convertible)	2,618,000	7	1871	47
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	47
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	99
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	16
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
---- ---- ----	-------	†	------	----
Peru and Indianapolis:				
---- ---- ----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1896	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	600,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1863	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	76
2d Mortgage (convertible)	2,000,000	7†	'68–'70	46
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	----	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
----	----	----	----	----
----	----	----	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	----	----
Income	177,000	---	----	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	----	----
Sterling, issued in 1858	144,500	---	----	----
Company's, endorsed by State	203,500	---	----	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	----	----

New York Stock Exchange.

Sale Prices for the week ending July 18, 1860.

	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18.
FEDERAL STOCKS:—						
U. S. 6s, 1874	102⅜	102⅛	----	102⅛	----	
U. S. 5s, 1865	101	100⅛	----	100⅛	100⅛	100⅛
STATE STOCKS:—						
California 7s	89⅛	89⅛	89⅛	89⅛	----	89⅛
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	89	----	89	89	----
" 2½s	60	61¼	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	96	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	82	82	82½	82½	82½	82½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	----	96	97	97	97	97
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90½	----	90½	90⅜	90¼	90
Virginia 6s	92	91½	----	----	----	91⅞
RAILROAD SHARES:—						
Chicago, Burl. and Q.	76	76	76⅛	78	78¼	78
Chicago and Rock Isl.	73⅛	73⅛	74⅛	74⅛	74⅛	74⅛
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	9	9	----	9	8½	
Clev. and Toledo	32⅛	34⅛	35⅛	35⅛	37	36⅛
Del., Lack. and West.	96	----	----	96	----	95
Galena and Chicago	67	66½	67⅛	68⅛	68⅛	66
Hudson River	49⅛	50	50	50⅛	50⅛	52⅛
Illinois Central	----	----	67	----	68	68⅛
Indianapolis and Cinc.	----	42⅛	43⅛	42	----	----
Michigan Central	52	53⅛	53	53	53⅛	51
M. S. and N. I. guar'd,	36⅛	38	37⅛	38	40	36
M. S. and N. I.	17⅛	17⅛	17⅛	17⅛	18⅛	16
Milwaukee and Miss.	6	----	7	----	7	6¼
New Jersey Central	----	----	----	----	----	----
New York Central	84	84½	84⅛	84	84	83⅛
New York and Erie	20⅛	20⅛	20⅛	21⅛	23⅛	23⅛
N. York and Harlem	14	14⅛	14⅛	15	15	15⅛
N. Y. and H. "pref."	41	41⅛	42	42	42⅛	39⅛
Panama	126⅛	127⅛	127⅛	127⅛	----	127⅛
Phila. and Reading	42⅛	----	42⅛	42⅛	42⅛	42
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	----	----	59	59⅛	59⅛
" " S. F.	----	----	----	----	----	23
Cl. & Tol. S. F. 7 p.c. '85	74⅛	76	78	78	79⅛	80
D. L. & W. 1M. 8p.c. '71-5	----	----	100	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	99⅛	----	----	----
" 2M. 8p.c. '75	----	----	----	92	93	----
Hann. & St. J. 1 M. 8s	----	72	----	----	----	----
Hudson R. 1M. 7p.c. '69	101	----	----	----	----	108
" 2M. 7p.c. '60	----	----	100⅛	----	100⅛	----
" 3M. 7p.c. '75	91⅛	91⅛	----	----	92	92
Illinois Centr. 7 p.c. '75	92⅜	93	93	93	93	91⅜
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	97⅛	----	97⅛	----	----	97⅛
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	90	90	----	----	89⅛	88
" " 2d M.	61⅛	63⅛	62⅛	63⅞	----	62⅜
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	106	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
1 M. 7 p.c. '64...101	----	----	104½	----	100⅛	
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '59	----	100	99⅛	100	99	
" 3 M. 7 p.c. '71	94	95	96	98	94⅛	
" 4 M. 7 p.c. '80	74⅛	74	----	----	80	
" 5 M. 7 p.c. '83	68	----	69	70	----	69
" conv. 7p.c. '62	----	----	48	----	----	----
" " 7p.c. '71	----	----	----	----	48	----
" S. F. '75	----	----	48	----	----	48⅛
N. Y. & H. 1 M. 7p.c. '73	100	----	99⅞	100	----	100
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	81⅛	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	45	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	----	102	
America, Bank of	----	----	111	111½	111½	
Commerce, Bank of	100	99⅛	100	99⅛	100	
Merchants' Bank	107½	----	----	107⅛	107⅛	
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Manhattan Bank	----	----	----	----	----	----
Phœnix Bank	107	----	----	----	----	----
Commonwealth Bank	96½	----	96½	----	----	97
Metropolitan Bank	110	----	111½	111½	----	----
Shoe and Leather B'k	----	----	----	----	----	----
Ocean Bank	----	99½	99½	----	99⅛	----
MINING STOCK:—						
Pittsburg	65⅛	65	65	63	63	65
Rockland	27	28	27	27½	27⅛	27½
Columbian	3⅜	3½	3⅜	3	3	3⅜
Minnesota	85½	85½	85½	85⅜	85½	----
Isle Royale	16⅛	17⅛	17⅛	17	16½	16⅛
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96⅛	96⅜	96⅛	97	97	96⅜
Cumberland Coal Co.	13	13	----	----	13⅛	13
Penn'a Coal Co.	85⅛	85⅛	85⅛	86	86	85
Pacific Mail S. S. Co.	92	91	91⅛	91⅛	91¼	91⅛
Canton	20	20	----	----	19⅛	----
Brooklyn Water W's.	104	----	104	----	104	104

The following are the closing prices in the London Market on the 7th July:

United States 5 p. c. red. '74	92¼	to	93¼
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	82	to	84
Do. do. Fr. L'd red. '60.	91	to	93
Do. $100 shares, $60 p'd.	42	to	40
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1882	87	to	89
Do. $100 shares	46	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	63	to	65
Do. $100 shares	9	to	13
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	74	to	76
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1859	84	to	86
Do. 3d do. 1883, assented	74	to	76
Do. Bonds, 1862, '71, '75 do.	42	to	47
Do. Shares, assented	17	to	18
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, July 21, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Why a Tariff is Wanted in Pennsylvania.

In an extended country like the United States there must be great diversities of resources and interests, and consequently of views in reference to legislation by which these interests are to be promoted. The political boundaries of a State not unfrequently coincide with natural boundaries or features, and its people become distinguished as the advocates of a policy reflecting their peculiar condition. The State of Pennsylvania, for example, has a soil literally teeming with iron ores and coal. In the richness and abundance of these, she outranks all her sister States. The working and mining of them naturally enjoyed the attention of her people at a very early day, and have always engrossed a large portion of their industry and capital. In the two great staples of coal and iron, Pennsylvania could supply the world, and she set about to provide means for their exportation, as if she was to have the markets of the world. She has constructed within her territory at least 3,000 miles of railroad, at a cost of $170,000,000, and more than 1,000 miles of canal at a cost exceeding $50,000,000. Of the amount invested in the former, at least $60,000,000 is unproductive; of the latter, at least $20,000,000—making an aggregate of $80,000,000 of unproductive capital in works constructed almost entirely for the transportation of coal and iron.

Similar disasters have overtaken the enterprises set on foot for the production of these two great staples. We cannot accurately measure the loss sustained thereby, as private companies make no statement of their affairs. It must be immense, and on a scale to compare with the losses sustained in the public works of the State.

Under such a state of things it is not strange that Pennsylvania should be clamorous for a rate of duties on iron and coal that should give her at least the market of the United States. It is the conviction of her people that this would put their iron mills in blast, would create an active demand for coal, and with it give an abundant traffic to their public works.

In that State protective duties are regarded almost as essential to the great interests within it, as rain is to agriculture in other States. A person must mingle with her people before the strength of this feeling can be properly appreciated, and one could hardly become one of them without fully sharing in it. With them a tariff has become a synonym for activity and prosperity in all the great branches of their industry.

New York and Norwich Steam Navigation Company.

This is the name of a new steamboat corporation recently authorized, with a capital of five hundred thousand dollars. Capt. Jos. S. Comstock, of the steamship Adriatic, has been elected President. The new organization will succeed the old Norwich and Worcester Steamboat Company, and keep up the present direct connection between this city, Norwich, Boston and the White Mountains. The new company have just completed contracts for the building of two large side-wheel passenger boats, to be over three hundred feet in length, and which, for beauty, strength and finish, are to excel anything afloat. The boats will be ready to take their place in the line early in the year 1861. The new company also propose to build two large side-wheel freight boats, to supplant the old propellers now in use on the Norwich route.

Grand Trunk Railway.

It is announced that this company will be unable to meet the interest on the ordinary bonds of the company, owing to the insufficiency of the traffic returns. It is said to be not improbable that an entire change of Directors may result from this announcement. The exact position of the delinquency seems to be this: The interest on the first preference bonds will be paid, that upon the other bonds will not.

☞ Mr. L. Flint has been appointed Superintendent of the Ohio and Mississippi Railroad, and Mr. T. D. Lovett, Engineer and Superintendent of bridges and trestles. Mr. Flint retains his position as Vice-President.

☞ Mr. Wm. H. Mitchell has been elected President of the Mobile and Girard Railroad Company, Vice J. H. Howard who declined a re-election.

☞ Dr. W. J. Hawkins, has been elected President of the Raleigh and Gaston Railroad Company Vice G. H. Wilde, who declined a re-election.

☞ Mr. Duncan A. McRae, of Cheraw, S. C., has been appointed Treasurer of the Wilmington, Charlotte and Rutherford Railroad Company.

☞ John Broadhead, President of the Camden and Atlantic Railroad, has been elected President of the Cape May and Atlantic Railroad.

☞ Mr. John Gardner, of Norwalk, Ohio, is made President *pro tem.* of the Cleveland and Toledo Road, in the absence of Mr. Waring, the President, in Europe.

Charleston and Savannah Railroad.

The Charleston *Courier* of 26th ult. says: At this time the gap to be finished is less than two miles. When this is graded the whole road-bed (with the exception of the bridge over the Savannah river) will be ironed, or ready for the iron, and there is every probability that with the exception of the bridge, as here mentioned, the entire road-bed and track will be in use by the 15th of August.

The portion of the road completed and thus in operation—from Charleston to the Savannah river, a distance of ninety miles, and six-sevenths of the entire road—has now been in use several weeks, with a daily mail and passenger service, and also with freight service. This service, in all respects, has been performed to satisfaction, and the running of the trains shows a good track, which is improving as it settles.

Pittsburg, Columbus and Cincinnati Line.

We learn from the Columbus *Journal* that a meeting was held at Coshocton, on the line of the Steubenville and Indiana Railroad on the 6th inst., at which four great routes were represented: that of the Steubenville and Indiana Railroad by Thos. L. Jewett, the Central Ohio by H. J. Jewett, the Pennsylvania Central by Thos. A. Scott, and Little Miami, by Mr. Clement. The purpose of the meeting was to consider the propriety of consolidating the earnings of the Central Ohio, and Pittsburg, Cleveland and Columbus roads, in which event the Pennsylvania Central would build a bridge across the Ohio at Steubenville, and complete the "Pan-Handle" road so as to make a direct connection with the Pennsylvania Central. The *Journal* says that the result of the meeting was satisfactory to the enterprise, and documents to that effect were signed by those present. Both the Central Ohio and the Steubenville and Indiana roads are in the hands of receivers, and an agreement of this kind for consolidation would give the road a direct energy, while the opening of the route through, by connection with the Pennsylvania Central, would double the passenger and freight traffic. Steubenville and Columbus are points common to the Central Ohio and the Steubenville lines, by the use of the river line of the Cleveland and Pittsburg road on the east and the joint use of thirty-three miles of track between Newark and Columbus on the west. The Central Ohio road cost a total of $6,810,000. Of this expenditure its rolling stock represents one million of dollars. The paid-up capital stock amounts to $1,628,000. The total of its bonded mortgage debt is $3,673,000, and its floating debt $1,126,000. The road is 137 miles in length, from Columbus to Bellaire, four miles below Wheeling. The Steubenville road is 117 miles in length. This line cost originally $4,500,000, though a balance sheet of 1860 would show a larger sum total. The large amount of two millions of dollars is represented in its paid-up capital stock; bonded indebtedness, $2,400,000; floating debt half a million.

Raleigh and Gaston Railroad.

At a recent meeting of the stockholders of this road at Raleigh, N. C., G. W. Mordecai, C. L. Hinton, S. S. Royster, and Jno. G. King were elected Directors on the part of the stockholders, and G. H. Wilder, W. J. Hawkins, and C. H. K. Taylor were announced as having been appointed by the Governor Directors on the part of the State.

Southern Pacific Railroad.

The following letter, from J. Edgar Thomson, President of the Pacific Railroad Company, has got into print in the columns of the Louisville *Journal*, which says that notwithstanding the failure of Congress, at the late session, to extend that favor and aid to the road which its friends had a right to expect, it is gratifying to be able to state that there will be no cessation of operations, but the work will be steadily pushed ahead. The letter is as follows:

Philadelphia, June 23, 1860.

Messrs. W. & H. Burkhardt:

Gentlemen: I presume it will gratify you to learn that I have closed a contract to day with Messrs. De Graff & Smith, for the graduation, cross-ties, and laying track, for fifty miles of the Southern Pacific Railroad upon terms that are satisfactory. I trust that your stockholders will not now fail to meet promptly their engagements. Prompt collections are necessary. Yours truly,

J. Edgar Thomson, President.

New York and New Haven Railroad.

The following is a comparative statement of the earnings and expenses of this road for the years ending March 31, 1858, '59 and '60:

	1858.	1859.	1860.
EARNINGS.			
Passengers	$663,149	$624,795	$711,882
Freight	138,084	157,950	171,525
Mails, express, etc.	53,761	45,946	62,727
Total	$854,994	$828,691	$964,174
EXPENSES.			
Transportation	$208,577	$198,114	$201,161
Repairs of road	102,574	76,767	106,060
Repairs of equipm't	147,976	114,285	116,770
Fuel, oil, and waste	112,230	95,181	93,844
Horse-power haulage	29,067	28,512	30,892
Total	$600,425	$512,859	$548,727
Net earnings	254,569	315,832	397,407

Deducting the interest on the funded debt, viz: $143,870, from the earnings of the past fiscal year, there would remain $253,537, or nearly 8½ per cent. on the capital stock.

Southwestern (Ga.) Railroad.

This road is now completed to Georgetown, on the Chattahoochie river, opposite Eufaula, Ala. Passengers and freight are now carried regularly to and from that point.

Chicago and Northwestern Railroad.

Efforts are being made to extend this road from Oshkosh to Appleton—the latter town issuing her bonds for $20,000 for that purpose.

Buffalo and Pittsburg Railroad.

We learn that the last judgment against this company has been satisfied, and that the road will soon be completed from the coal mines to the New York and Erie road, when the work will be promptly resumed on the old line to Buffalo. It is stated that the road has recently raised a considerable sum for the prosecution of the enterprise.

Eastern (N. H.) Railroad.

At the annual meeting of this company, held at Hampton, N. H., on the 10th inst., the following gentlemen were elected Directors for the ensuing year: Benjamin T. Reed, Robert W. Hooper, E. P. Bancroft, Boston; Wm. H. Y. Hackett, Wm. M. Shackford, Portsmouth.

At a subsequent meeting of the Directors, Mr. Reed was re elected President, Mr. Parker, Treasurer, and Mr. Drown, Clerk of the company.

Interest on Stocks, Bonds, etc.

The Delaware and Raritan Canal and Camden Amboy Railroad and Transportation Company have declared a semi annual dividend of 6 per cent. payable on the 20th of July.

The Brooklyn City Railroad has declared a dividend of 4 per cent.

The State bonds of South Carolina, issued to the Blue Ridge Railroad Company, are paid at the Bank of the State at Charleston.

The Raleigh and Gaston Railroad Company have declared a dividend of 4 per cent. out of the earnings of the part eight months.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of 5 per cent., payable on the 1st of August.

The interest on the First Mortgage bonds of the Hudson River Co. will be paid August 1.

The interest due July 15th on the bonds of the Wyoming Canal Company will be paid on presentation of the coupon at the Bank of North America, Philadelphia.

The City of Erie and the County of Erie, Penn., are paying the interest on half a million of their bonds, issued in favor of the Sunbury and Erie Railroad Company.

The transfer books of the Minnesota Mining Company will be closed on the 25th inst., for the payment of the dividend of $6 per share, which will take place on the 1st of August.

Insurance Dividends.

The Lafayette Fire Insurance Company of Brooklyn has declared a dividend of 5 per cent. payable on demand. The Rutgers Fire Insurance Company a dividend of 7 per cent. payable Aug. 2. The Home Insurance Company a dividend of 6 per cent. payable on demand. The Resolute Fire Insurance Company a semi-annual cash dividend of 5 per cent. payable on demand; also a dividend of 33⅓ per cent. to the assured, for which scrip will be issued on the 25th inst. Also, a semi-annual cash dividend of 5 per cent. payable to the stockholders on demand. The Republic Insurance Company a semi-annual interest dividend of 3½ per cent. payable on demand. The Continental Insurance Company a dividend of 7 per cent; also a dividend of forty-five per cent. to its customers upon the premiums earned during the year, for which scrip will be issued on the 15th of September, when the interest on the outstanding scrip will be paid. The Importers' and Traders' Insurance Company a dividend of four per cent. payable on the 16th inst.

Bank Dividends.

The Bank of Mobile has declared a semi-annual dividend of 5 per cent. payable to New York stockholders at the Merchants' Bank, in New York, on demand.

At the quarterly meeting of the State Board of Directors of the Bank of the State of Indiana at Indianapolis, a semi-annual dividend of 5 per cent. was declared for all of the branches, except those located at Jeffersonville and Plymouth, the former of which divided 3 per cent. and the latter nothing.

West Jersey Railroad.

This company are waiting anxiously the action of the commissioners to enable them to begin operations. They expect in a few days to be able to commence the preparation of the road-bed.

Valuation of New York.

Relative Value of the real and personal estate in the city and county of New York, as assessed in 1859 *and* 1860.

	REAL ESTATE.			
Wards.	1859.	1860.	Increase.	Decr'se.
1..	$37,102,262	36,625,512	.....	476,750
2..	22,016,709	21,736,709	.....	280,000
3..	26,590,256	26,992,656	402,400	.....
4..	9,885,670	9,905,770	19,100	.....
5..	16,022,700	17,263,635	1,240,935	.....
6..	11,810,750	12,766,250	955,500	.....
7..	13,087,067	13,018,799	.....	68,268
8..	17,052,872	18,296,972	1,244,100	.....
9..	14,981,200	15,512,100	530,900	.....
10..	8 547,500	8,665,800	118,300	.....
11..	8,775,700	8,917,220	141,520	.....
12..	10.043,725	11.857,184	1,813,459	.....
13..	5,397,000	5,500,000	103,000	.....
14..	11,555,500	12,424,700	869,200	.....
15..	26,540 100	28,385,300	1,845,200	.....
16..	17,533,700	17,788,900	255,200	.....
17..	17,078,000	17 459,300	381,300	.....
18..	35 614,400	37,520,700	1,906,300	.....
19..	12,621,894	16 830,472	4,208,578	.....
20..	16,156,850	16,580 550	423,700	.....
21..	27,376,550	29,710,650	2,334,100	.....
22..	13,261,125	14,775 440	1,514,315	.....
Tot.	379,051,530	398,533,619	20,307,107	825,018

	PERSONAL.		
	1859.	1860.	Increase.
Resident ...	$158,339,730	163,575,875	5,236,145
Non-resident	14,631,462	15,121,162	489,700
Total..	$172,971,192	178,697,037	5,725,845
Total real & personal..	552,022,722	577,230,656	26,032,952
Less decrease			825,018
Net increase			$25,207,934

RECAPITULATION.

Total valuation of 1860	$577,230,656 97
Do. 1859	552,022,722 00
Increase over 1859	$25,207,934 97
Total valuation in county	$577,230,656 97
Total valuation in lamp district	551,494,925 97
Total valuation south of 57th st.	553,849,538 97

Mississippi and Missouri River Air Line Railroad.

The work on this railroad was commenced under the Canton and Bloomfield Railroad charter, but the Company have since organized under the Mississippi and Missouri River Air Line charter, which gives liberal privileges through about ten good counties of the State of Missouri.

The work was put under contract on the 27th of March last, and the ground was broke on the 2d of April last. It has been steadily and rapidly progressing since that time, and on the 4th of July twelve miles had been graded and all the heavy work done for the first fifty miles. Eight miles of iron are now on the track, and a portion of it has been laid, making the road ready for use. In addition to this, a good twenty-ton locomotive, passenger and freight cars, etc., are all on the track, and the Mississippi and Missouri River Air Line Railroad is in operation. The company are out of debt, and have sufficient means to prosecute the enterprise in the same spirit with which they commenced. They contemplate having the road running through to the Missouri river, a distance of two hundred and fifty miles, in three years.

Wm. H. Davis is President of the Company, and Messrs. H. P. Adams & Co. are the contractors. Great credit is due to these gentlemen for the ability they have shown in pushing the work to its present state of advancement, and under their auspices we doubt not the Mississippi and Missouri River Air Line will connect the two rivers within the time they have set apart for its completion.—*St. Louis Republican.*

Revenues of the Island of Cuba.

The *Havana Gaceta*, the official paper, furnishes the following tabular statement of the receipts into the royal treasury for the first four months of the present year, as compared with the same period last year:

MARINE REVENUES (Rentas Maritimas.)	1859.	1860.
January	$ 803,939 93¾	$ 861,378 31¼
February	1,010,002 78	1,068,784 70
March	1,156,009 94	1,268,028 84¾
April	1,061,933 93¼	1,169,844 49¼
Total	$4,031,586 59	$4,363,685 35¼
Revenue of 1859		4,031,586 59
Difference in favor of 1860		$ 332,048 76¼

LAND REVENUES. (Rentas Terrestres.)		
January	$590,143 18¼	$557,161 35¼
February	508,161 12½	481,920 51
March	763,772 43¼	679,753 11
April	665,075 81	501,280 74¼
Total	$2,527,552 55	$2,220,115 71½
Revenue of 1859		2,527,552 55
Difference against 1860		$ 307,436 83½

THE TOTAL REVENUES.		
January	$1,894,183 12	$1,418,548 66½
February	1,518,163 90½	1,550,705 21
March	1,919,782 37¼	1,943,371 95
April	1,727,009 74¼	1,671,125 23½
Total	$6,559,139 14	$6,583,751 06
Revenue of 1859		6,559,139 14
Difference in favor of 1860		$ 24,611 92

The probability is now that the total receipts into the royal treasury, from both sources during the present year, will reach the enormous and unprecedented sum of twenty millions of dollars

Commerce of New York.

The tables showing the result of the foreign trade of New York for the fiscal year ending June 30, have been completed. The imports have been for the fiscal year $223,728,016 and exports $138,036,490. Of the exports, 42 per cent. was in specie and bullion. The gross imports are slightly less than for the year ending June, 1857. The comparative result of fiscal year, 1860, over the fiscal year 1859, appears to be, in brief:

An increase in imports of	$13,491,000
An increase in exports of	31,723,000
An increase of gold from California	3,852,000

The following is a recapitulation by half years:

EXPORTS.

Six mos. ending.	1858.	1859.	1860.
MERCHANDISE.			
Jan. 1..	$34,701,444	$27,994,834	$36,371,058
July 1..	31,643,388	31,609,263	43,567,784
Total ..	$66,344,832	$59,604,097	$79,938,845
SPECIE.			
Jan. 1..	$21,962,112	$18,641,472	$36,517,894
July 1..	12,359,940	33,197,972	21,579,752
Total ..	$34,322,071	$46,839,444	$58,097,646
TOTAL EXPORTS.			
Jan. 1..	$56,663,556	$41,636,306	$72,888,952
July 1..	44,003,347	64,807,235	65,147,536
Total .	$100,606,903	$106,443,541	$138,036,490
IMPORTS.			
Jan. 1.	$109,638,702	$91,092,433	$106,000.642
July 1.	61,844,637	129,164,874	117,728,016
Total .	$171,423,339	$220,257,307	$223,728,658
CUSTOMS REVENUE.			
Jan. 1..	$16,345,554	$15,387,614	$19,122,030
July 1..	11,079,113	19,512,122	18,339,679
Total ..	$27,434,667	$34,909,736	$37,661,709

Transit Life Insurance Company.

This company has been organized with a capital of $300,000, and a privilege of increasing to $500,000. Mr. E. W. Fiske was elected President, Mr. Guerber Vice-President, and Mr. Cummings Secretary. The proposed business of the Company is to insure against risk from railroad and other accidents incidental to traveling.

Millville and Glassboro' Railroad.

The work on this road is being pushed forward rapidly and will soon be completed to Glassboro'. Trains passed over the road on the 4th as far as Forest Grove.

THE NEW YORK CENTRAL RAILROAD COMPANY.

TREASURER'S OFFICE, Albany, July 18, 1860.

THE Transfer Books of this Company will be closed at the close of business, on Tuesday the 31st day of July instant, and will be re-opened on the morning of Wednesday the 22d day of August next.

GILBERT L. WILSON, Treasurer.

3129

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2.	For Side Hill Cuts and Fills.		14.	" 20 "	1½ to 1
3.	Base 12 ft. Slopes	1½ to 1	15.	" 24 "	1½ to 1
4.	" 14 "	1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 "	¾ to 1	17.	" 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
7.	" 15 "	1½ to 1	19.	" 28 "	¾ to 1
8.	" 16 "	¾ to 1	20.	" 30 "	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	1½ to 1
10.	" 18 "	¾ to 1	22.	" 30 "	1½ to 1
11.	" 18 "	¾ to 1	23.	" 32 "	1 to 1
12.	" 18 "	1 to 1	24.	" 32 "	1½ to 1

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IT fully sustains the high reputation it has gained, as a PERFECTLY RELIABLE, DURABLE and WATER PROOF ROOFING. It is adapted to every variety of Roof, new or old, and is the best and cheapest Cement in use for repairing OLD LEAKY TIN or other Roofs.

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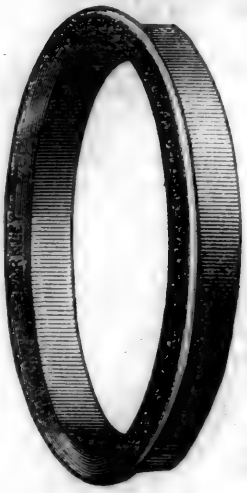
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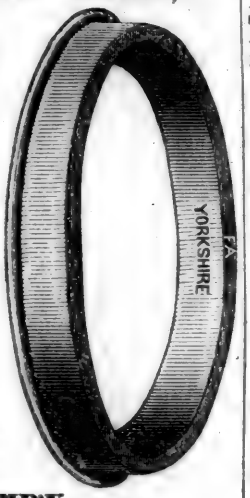
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A STOCK CONSTANTLY ON HAND.



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LAP-WELDED BOILER FLUES,

1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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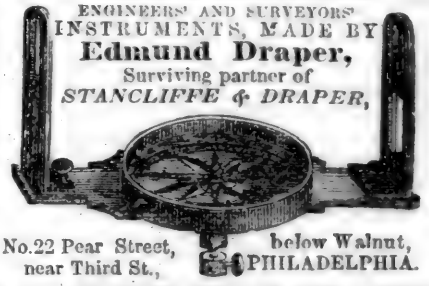
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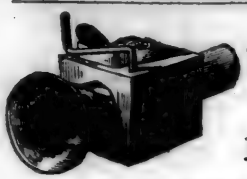
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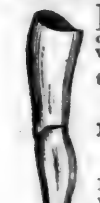
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ROSENDALE CEMENT,
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THIS Company manufacture **ROSENDALE HYDRAULIC CEMENT** of a superior and uniform quality, and are constantly receiving it **fresh** from their Works at Rosendale. Particular attention paid to grinding **fine,** and packing in superior casks. We warrant it to set under water, and attain a hardness excelled by no Cement manufactured. It has met the approval of Government, and we are at present supplying the fortification now in course of erection, together with Water Works and Public Buildings. For sale upon favorable terms by addressing.

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ROSENDALE AND KINGSTON CEMENT CO. Manufactory at Kingston, N. Y. on the West Bank of the Hudson River. Office 48 Pine st., New York City.
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HUDSON RIVER
CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

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The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

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N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

DELAFIELD & BAXTER'S,
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ROSENDALE CEMENT.

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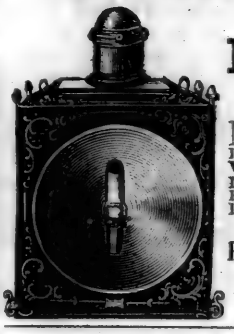
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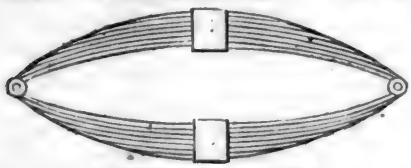
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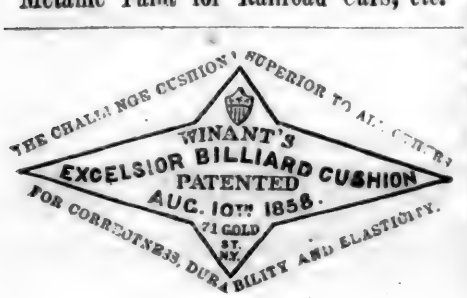
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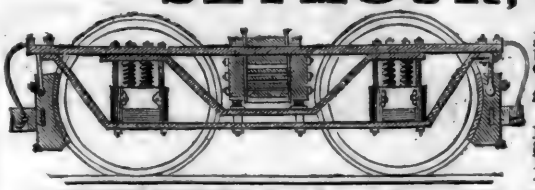
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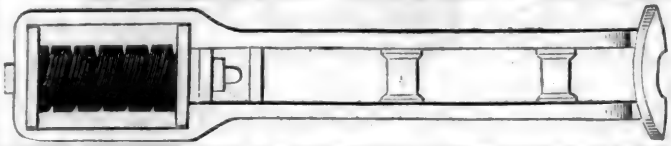
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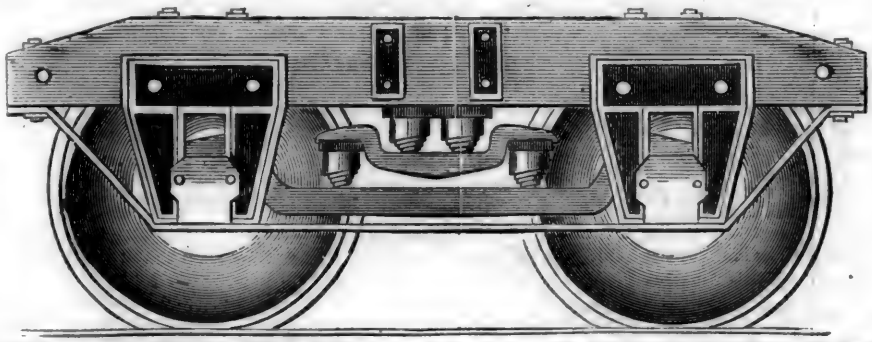
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Wharton's Patent Turn-out for Railroads.....645
Montgomery and West Point Railroad.....646
When the Organization of a Railroad Company deemed Sufficient in State of Indiana.....646
Cincinnati, Peru and Chicago Railroad.....647
Alabama and Tennessee River Railroad.....648
The Lake Shore Depots.....649
Philadelphia and Baltimore Central Railroad.650
Baltimore and Ohio Railroad.....650
Schuylkill Navigation Company.....650
General Railroad Intelligence.....651
New Jersey Railroad and Transportation Co. .652
Railroads of the State of New York.....653
New York and Erie Railroad.....660
Lexington and St. Louis Railroad.....661
Street Rrilroads and Right of Way.....662

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, July 28, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

Valuation of Lynn, Mass.

The total amount of taxable property in this city, at the present time, is put down at $9,649,065, which is a gain of $341,410 from last year, and 641,324 from year before last. The amount of real estate is set down at $6,291,460, which indicates a gain of $189,076 over 1859, and $362,461 over 1858. The aggregate of personal property this year, is $3,357,605, or $152,334 more than in 1859, and $278,663 more than in 1858. The number of ratable polls this year is 3,933, or 355 less than last year, and but 26 more than in 1858.

The total amount assessed in Lynn this year is $90,811.27, divided as follows: City appropriation, $80,000; State tax, $1,601.21; County tax, $5,987.67; overlay, $3,222.39. The rate of eighty-eight cents on the hundred dollars. Last year the amount assessed was $85,547, the city appropriation, $75,000, and the rate, eighty-five cents.

Wharton's Patent Turn-out for Railroads.

The object of this invention is to dispense with movable switches requiring the attention and consequent expense of switch tenders. It is quite customary for several lines of city railroads to use the same track in part, and where each line diverges from the main route a switchman is employed.

By having one line of cars use wheels with an extra tread in addition to the common tread, it is evident that by means of a short inclined supplementary rail, so placed that the extra tread shall run upon it without jar, the wheels will be gradually raised off their usual bearing, and, running on the extra tread alone, will pass over and above the ordinary track without touching it, while the line of cars provided with wheels of the ordinary form will, of course, follow the direction of the ordinary rail.

As soon as the point of divergence is passed, the short supplementary rail is discontinued, and the common rail used upon the new route also; the change of bearing from the common tread to the extra tread, and *vice versa*, is imperceptible, the cars gliding as smoothly at that point as at any other. The whole arrangement is entirely solid—the frog is cast in one piece, and there is nothing to get out of repair or to freeze up in winter. The pavement is laid flush with the inclined rail; the greatest elevation is only enough to raise the flange of the double tread wheel over the common rail, and there is nothing to interfere with the travel of carriages or other vehicles along the street.

By varying the position and diameter of the extra tread many combinations may be had, and thus a number of different lines may use the same track in common; each line of cars as they arrive at the point arranged for them, and not for the other lines, will deviate from the main route and follow their own particular course, and so in proper order will the others do.

This invention has been adopted upon the Girard College Passenger Railroad of Philadelphia, and has been in successful practical use for some months at the corners of 9th and Arch, and 10th and Arch sts.; the simplicity of the arrangement and the efficiency of its operation being entirely satisfactory in every respect.

Of course, the extra tread is only brought into use at turn-outs; where the extra rail is not placed, the double tread wheels obey the ordinary rail, and they may when desired be acted on by movable switches and be guided around curves just like any other wheels.

The cost of the double tread wheels is one dollar each more than the ordinary wheel; they are very little heavier and considerably stronger; the extra tread is not chilled and need not be more than 1¼ inch wide; by a proper disposition of metal it is probable the weight and cost would not be increased any above that of the common wheel; the frog casting costs just about the same as the tongue switches now in use; in most cases it is only needful to alter the wheels upon one side of the cars (and that of but the one line.)

With this improvement upon steam roads, it is claimed that by providing the express trains alone with double tread wheels they would proceed directly through from station to station and entirely disregard all turn-outs and branch roads however numerous, while the freight trains with ordinary wheels may be acted upon by movable switches, which, however, would have no control upon the express trains. In such case the extra rail would be continued upon exactly the same level with the main track, while the ordinary rail at that point would be gradually depressed at the required distance.

Beside the saving of wages of switch-tenders upon horse roads, which is often no small item, this improvement ensures the cars of the different lines always taking their own routes; as far as each line is concerned the other tracks do not exist.

The best switchmen are sometimes careless, and on steam roads their neglect has often led to fatal accidents.

Full information may be obtained from the inventor and patentee, WM. WHARTON, JR., No. 28 South Third st., Philadelphia.

Montgomery and West Point Railroad.

The earnings of this road for the fiscal year ending March 1, 1860, were:

From Passengers		$274,525 76
" Freight		198,630 44
" Mail		32,000 00
		$505,156 20
And the expenses were:		
For operating road	$60,544 52	
" maintaining road	82,556 68	
" " roll'g stock,	101,785 65	
		244,886 85
Net earnings		$260,269 35
Less interest paid on the debt of the company		64,308 81
Leaving a net income of		$195,960 54
Out of which two semi-annual dividends of 8 per cent. each have been paid		85,186 14
Leaving a balance of		$110,774 40

—with which the coupon bonds of the Company, for one hundred thousand dollars, due on the 1st day of May, 1860, will be paid, and as a return in part to the stockholders for the application of the earnings of the Company, to the payment of a portion of the Funded Debt, which represents a part of the cost of the road, a stock dividend of five dollars per share has been declared, thereby increasing the capital stock $71,000, at the same time that the funded debt will be paid off to the extent of one hundred thousand dollars.

Compared with the previous year, the gross earnings show an increase of $59,002 28
The working expenses an increase of 10,614 88

And the net earnings an increase of $48,387 90

Of the increase in gross earnings, $39,254 56 were derived from passengers, and $19,747 72 from freight. The number of passengers passing over the road during the year was 119,872—of which 37,883 were through, and 81,990 way. During the previous year, the number of passengers was 104,994—of which 29,168 were through, and 75,826 way. The increase of the past over the previous year was 14,878—of which 8,714 were through, and 6,164 way passengers. The report says:

It is gratifying to notice the large increase in the through travel, showing that although portions of it from the southwestern country, which at one time passed over this route, have been taken off by the completion of more convenient lines of railway, still this description of travel continues to increase with the increasing population of the country, and gives assurance that upon the completion of the lines now so rapidly progressing towards the Gulf, and the building of the projected road to Selma, so as to give to your road a connection with Vicksburg, an amount of freight and travel must be confirmed to it, which cannot be affected by any rival line.

The Alabama and Florida Railroad is completed to the 54 Mile Station, south of Montgomery. The Company have at their depot, iron to lay down track to the 65 Mile Station, to which point the Road will be opened by the first day of August. They have in Pensacola 800 tons of iron, and on the way two locomotives, and the iron work for a train of freight cars, so as to lay down track from the Florida line as soon as the Florida Company can complete their road to that point, and which they will no doubt have in operation, by the 1st day of June, as they had on the first day of April only about ten miles of track to lay—the whole of their road having been graded. Between Montgomery and the Florida line there is not exceeding four miles of road to grade, on which contractors are at work with a sufficient force to get through within this year, and we may with entire confidence rely upon the opening of the entire road between Montgomery and Pensacola by the 1st day of April, 1861.

The Mobile and Great Northern road is all under contract, and will in all probability be completed from the crossing of the Tensas river up to the point of junction with the Alabama and Florida Railroad, by the 1st day of October, 1861. So that our railroad connections with the Gulf, at both Pensacola and Mobile, will all be completed within the year 1861.

At the late session of the Legislature a very favorable charter was granted to the Western Railroad Company, to build a railroad from Montgomery to Selma. This charter has been submitted to the railroad companies east of Montgomery, and they have been urged to give such aid as will ensure its speedy construction. The Central Railroad Company of Georgia has already responded with its usual liberality, offering to subscribe $50,000 to the capital stock, and to solely guaranty the bonds of the Company for $200,000, or to make with the South Carolina Railroad Company and the Georgia Railroad Company, a joint guarantee of $500,000. It is hoped that these companies will, as soon as their directors have had time to consider the proposition made by the Central Railroad Company, promptly and favorably respond, and that by the first day of July this road, so important to the entire Eastern line, will be under contract.

The Alabama and Mississippi Rivers Railroad Company are moving with great energy in the necessary preparations for extending their road from Uniontown to Meridian, where it will connect with the Southern Railroad, which will be completed from Vicksburg to that point by October,—and if the speedy construction of the road from Montgomery to Selma is placed beyond doubt, there will be but very little delay in perfecting the Western line of railroads, so as to place Montgomery within fifteen hours of Vicksburg.

In the year 1845, the Legislature loaned to the Montgomery and West Point Railroad Company, for 10 years $116,782 64, a portion of the Two Per Cent. Fund, which loan was renewed in 1855 for five years, and it became due on the 1st day of March, 1860. By an act of the last Legislature it was loaned to the Alabama and Mississippi Rivers Railroad Company for five years to aid in the extension of their road, west of Uniontown, when it is to be paid over to the Western Railroad Company, as a bonus, provided, they complete their road to Selma by the 1st day of January, 1864. The Alabama and Mississippi Rivers Railroad Company have not yet applied for the payment of the money. They will no doubt comply with all the terms imposed by the act of the Legislature as precedent to the loan of it, and arrangements will be made by the 1st day of July, to meet the payment of the obligation of this Company.

Within this year, very considerable increase will have to be made in the stock of freight cars; three additional locomotives and not less than 1,000 tons of heavy iron provided. The flange rail on the West Point road is beginning to show too much wear to be relied on, without a through overhauling, for our heavy business, and ten miles will be at once repaired with heavy iron, so as to give sound bars of the flange rail to replace every defective bar between West Point and Notasulga. On the Columbus Branch the iron is a heavier and better rail and will do good service for some years, unless the Board should conclude to change the gauge of the road, which if done will have to be provided for by an increase of the funded debt to such an extent as may be necessary to effectively and rapidly carry out a change of so much importance to the future prosperity of the Company; and this could be best done by first relaying the whole road on which we have yet the flange rail in use with a T rail. After this has been done, the change of gauge can be very rapidly made.

The equipment of the road consists of 28 locomotives; 11 first-class, and 3 second-class passenger cars; 10 baggage and mail, 106 box, 87 platform, and 80 for gravel, wood, dumping, repairing, etc.

The following is the Company's balance sheet showing its financial condition March 1, 1860:

LIABILITIES.

Share capital		$1,419,769
State of Alabama		122,622
Coupon Bonds, 1860	$100,000	
" " 1863	150,000	
" " 1865	100,000	
" " 1866	455,000	
		800,000
Open accounts		19,638
Bills payable		3,941
Dividends declared		46,163
Surplus profits 1858-9		59,598
Net income 1859-60	$195,960	
Less dividend, 6 per cent.	85,186	
		110,774
		$2,582,505

RESOURCES.

Road		$1,838,718
Locomotives	$151,800	
Cars	159,165	
Shop tools and materials	54,311	
Depots, etc	54,032	
Wood and timber	7,963	
		427,265
Negroes	$47,425	
Land (7,000 acres)	6,097	
Stock Ala. & Flo. R. R.	100,000	
Columbus R. estate	7,193	
		160,715
Due by Banks and Railroad Cos.		11,862
Due by P. O. Department		37,333
Due on notes and bills		39,781
Due on open account		20,059
Cash in treasury		46,772
		$2,582,505

President—C. T. POLLARD.
Engineer and Superintend't—DAN'L H. CRAM.
Treasurer—W. H. POLLARD.

Journal of Railroad Law.

WHEN THE ORGANIZATION OF A RAILROAD COMPANY DEEMED SUFFICIENT IN STATE OF INDIANA; DEFENCE OF MISREPRESENTATION IN REGARD TO LOCATION OF ROAD NOT ALLOWED IN SUIT FOR AMOUNT OF SUBSCRIPTION TO STOCK.

The law does not always demand a literal compliance with its terms, notwithstanding the technical quibbles which sometimes appear to defeat the ends of justice, may have induced an opinion to the contrary of this proposition. It requires simply a substantial compliance with its provisions. This truth is illustrated in the case now under consideration.

The Logansport and Northern Indiana Railroad Company sued one Eakright for an amonnt due upon a subscription to its capital stock. The statute of the State of Indiana under which this Company was organized, contains these provisions:

" Whenever stock to at least $50,000, or $1,000 for each and every mile of the proposed road shall have been subscribed, the subscribers to such stock shall elect directors for such company from their own number, and shall severally subscribe articles of association, which shall set forth the name of the corporation, the amount of the capital stock of the company; the number of shares of which said stock shall consist; the number of directors and their names, to manage the affairs of the company; the name of the place from which,

and the place to which, the proposed road is to be constructed; and each county into which, or through which, it is intended to pass, and its length as near as may be. Each subscriber to such articles of association shall state his place of residence, and the number of shares taken by him in such company."

The articles of association of the company were as follows:

We the undersigned, whose names and places of residence are designated in the margin, for the purpose of organizing a company, to construct, own and maintain a railroad hereafter mentioned, in pursuance of an act entitled 'an act to provide for the incorporation of railroad companies,' approved May 11, 1852, do hereby, each for himself, subscribe the number of shares in the capital stock of said contemplated railroad company set opposite our respective names, such subscription payable to said company as the board of directors, when elected, may from time to time direct. And we hereby subscribe and agree to the following articles of association, viz:

Article 1. The name and style of the corporation shall be, 'The Logansport and Northern Indiana Railroad Company. 2d. The capital stock of the company shall be 800,000 dollars, to consist of 16,000 shares of 50 dollars each. 3d. The railroad shall commence at the west, or such point on the west line of *De Kalb* county, with a view of connecting with the present *Auburn and Eel River Valley Railroad*, at such point as may be agreed on by the companies so connecting; thence running down *Eel* river valley to *Logansport*, passing through the counties of *Noble, Allen, Whitley, Kosciusko, Wabash, Miami* and *Cass*. 4th. The number of directors shall be seven. 5th. The length of the road will be probably, seventy-five miles. In witness thereof, we have hereto severally set our names as parties to the above articles and subscribed to the capital stock of said company.

Eakright defended on the ground first, that the complaint was defective, inasmuch as it did not show a subscription of stock, and an election of directors, *preliminary* to the construction of the articles of association; that the articles themselves did not set forth the names of the directors, nor did they show distinctly the name of the place from which the proposed road was to be constructed; second on the ground that the company represented to him that the road would be constructed near his land, and on this representation he subscribed to the stock of the company; but that the road was not so constructed and that the chief inducement for his subscription had therefore failed.

Upon the case, as we have briefly stated it, the Supreme Court of Indiana, to which the cause was appealed, affirmed the decision of the lower tribunal, which was in favor of the plaintiffs. The following is so much of the opinion as bears upon the questions stated:

DAVISON, J.—As we have seen, the statute says' that whenever stock to at least $50,000, etc., shall have been subscribed, the subscribers shall elect directors, etc., and shall severally subscribe articles of association, etc., which articles shall set forth the number of directors, and their names, etc. This seems to contemplate certain steps to be taken by the subscribers, before they construct the articles of association; but it seems to us that a *substantial compliance with the statute is sufficient.* If, in the proceedings to organize such company, from its commencement to its completion, all the requirements of the statute have been observed, though not in the order which it prescribes, such organization may, in our opinion, be deemed sufficient. Here the directors are not named in the articles of association; but it appears that they were elected at a meeting of the subscribers, after the stock was subscribed and the articles were constructed; and further, at the same meeting at which they were elected the same articles of association were expressly adopted by the subscribers. Indeed all the requirements of the statute in this instance have been literally pursued, save that of naming the directors in the articles of association, and that, it seems to us, has in effect been done by the adoption of the articles when the directors were elected. At all events, the requirement that they be named in the articles, may be held merely directory, and not in view of the facts stated in the complaint, essential to the validity of the corporation. Moreover, there is an authority which, in effect, decides that the fact of an illegal election of directors cannot be set up in resistance of the payment of stock, but would be a case for a *quo warranto*, to oust the illegally elected directors.

The third ground of objection to the complaint, viz: that the articles of association do not show distinctly the name of the place from which the proposed road is to be constructed, is untenable; because the statute simply requires the name of such place to be set forth. This must be done with some degree of certainty. In our opinion, the articles on their face show that this requirement of the statute has been properly complied with.

The second paragraph of defendant's answer alleges—"That at the time the defendant made the subscription, a random line of the contemplated railroad had been run, which passed through a corner of his land, situated on north side of Eel river, which land adjoined the town of *Mount Vernon*, in Miami County; that said line ran parallel with said river, and one mile distant therefrom; that defendant resides on said land, and was anxious for the construction of a railroad, running on the north side of that river, and through or near his land; that he was induced to sign the subscription by the agents of the contemplated road, who represented to him, and caused him to believe, that said random line, so run, would be the permanent line of the road; or if the same should be changed, that it would, in any and every event, run north of said river, and near to the town of Mount Vernon, against which defendant's land abuts. And he avers that the consideration of his subscription was the location of said road north of Eel river, agreeably to the agent's representations. And, further, he avers that the company, since their organization, located their road south of Eel river, at least two miles from his land, which location defeats the whole object of the defendant in making the subscription," * *

At the proper time the defendant moved thus to instruct the jury:

"If the subscription was obtained under the inducements and representations stated in the second paragraph of the answer; and the company have not located their road in conformity with such representations, but, on the contrary, have so located it as wholly to defeat the object of the defendant in subscribing, and in direct opposition to the representations on which the subscription was obtained, the jury should find for the defendant."

This instruction the court refused, and the defendant excepted.

Upon the enquiry thus presented, a late writer on railroad law says, that "a provision as to the location, so as to be binding upon the company, and render the subscription conditional, must be inserted in the agreement;" that "a subscriber cannot defend a suit for calls by parol proof, that he should not have become a party to the agreement, unless he had supposed a particular route would have been adopted;" and that "the representations of a class of officers with whom the power of location is not lodged, will not bind the company." And "even the representations of those who have such power are mere matters of opinion on which he has no right to rely." Pierce on Am. Railroad Law, 72, 73. This exposition is supported by authority, and has been followed by this court.

In the case before us, the subscription being absolute on its face, verbal proof of the facts alleged in the second defence should not be allowed to bar the action; because, according to the legal effect of the instrument which the defendant subscribed, the entire consideration for his promise was four shares of stock in the company; and, consequently, the representations of the agent must be held mere expressions of opinion, upon which the defendant had no right to rely. The judgment is affirmed.

Cincinnati, Peru and Chicago Railroad.

This road was commenced in 1854. The object of the parties engaged in the enterprise was to connect the Indianapolis and Peru road—the last rails on which were then being laid—with the Michigan Southern and Northern Indiana (Toledo and Chicago), road at Laporte, which would connect Chicago with this city by a line twenty miles shorter than was then or is now—in 1860—in operation. It is not, however, upon the possible *through* transportation of freights and passengers that the builders of this line based there expectations of net revenues—they looked then and look now mainly to the local traffic from several counties in Northern Indiana, not developed by railways in any part. The country through which the Cincinnati, Peru and Chicago road passes, is probably not equalled in the amount of undeveloped wealth of soil and timber, and not excelled in Indiana in its already developed agricultural and grazing production. The distance from this city to Peru, via the Indianapolis and Cincinnati and the Indianapolis and Peru roads, is 184 miles; from Peru to Laporte Junction with the Great Michigan Southern Road, is 70 miles; from Laporte to Chicago, by the Michigan Southern Road, is 58 miles. From Laporte, this way, the Cincinnati, Peru and Chicago Road is finished, and in operation for thirty miles, that being the distance between Laporte and Plymouth. The only link remaining unfinished in this new line between the Ohio river at Cincinnati, and Lake Michigan at Chicago, is between Peru and Plymouth, a distance of 40 miles; on this part of the line the grading is partly done, there having been already expended over one hundred thousand dollars in that department. The people of Marshall and Fulton—two very rich counties—are making efforts to fill up this gap, that they may have an outlet for their grain, cattle, and immense forest production. If the iron chairs and spikes can be obtained in any way, the citizens of the counties named will complete the graduation and masonry for the road bed, and lay down the rails at their own cost, so that there will not be a dollar of debt on the road, except for

the iron spikes and chairs. The effort now to be made is to induce the connecting roads to assist in purchasing the iron.—*Cincinnati Commercial.*

Alabama and Tennessee River Railroad.

The gross earnings of this road for the fiscal years ending May 31, 1859 and 1860, were:

	1859.	1860.
From passengers	$38,084 85	$45,915 59
" up freights	31,813 00	56,386 23
" down freights	74,442 90	93,729 15
" mails	10,221 45	11,595 00
" sundries	1,066 59	
	$155,628 83	$207,625 97
Expenses	76,721 40	96,393 56
Net earnings	$78,907 43	$111,232 41

A comparison of the gross earnings of the past with those of the preceding year, show an increase in 1860 of $51,997 14
With an increase in expenses of..... 19,672 16

Making the increase in net earnings.. $32,324 98

The road was opened for regular business to Talladega, 109.56 miles from Selma, on the 29th of September last—making an addition to the track in operation of 10.56 miles since May 31, 1859. The average length of road in operation during the year was 106 miles.

The following statement will show a gradual increase in the earnings of the road for each year since July 1, 1852:

Year ending July 1,		1853	$32,268 18
do.	do.	1854	82,535 91
do.	do.	1855	71,566 59
do.	do.	1856	75,228 80
11 mos. end. June 1,		1857	87,312 86
Year ending	do.	1858	113,151 82
do.	do.	1859	155,628 83
do.	do.	1860	207,625 97

According to the Treasurer's statement, the receipts from all sources during the year were $357,933.86; and the disbursements, $328,743.11—leaving a balance on hand of cash and bills receivable of $29,190.75. The receipts from all sources since the organization of the company to the close of the past fiscal year were $2,476,023.06; and the disbursements, $2,446,832.31.

The Legislature of Alabama, at its last session, passed an act loaning to this company $225,000, a portion of the Three per cent. fund, for five years, at the rate of six per cent. per annum. Of this amount, $172,000 has already been received in the six per cent. bonds of the States of Virginia and North Carolina; and the company have assurances that the remainder, amounting to $53,000, will be paid to them in cash in October next, in time to meet the payment for iron rails. Subsequently, the city of Selma, for the purpose of aiding in the extension of the road to Gadsden, made a subscription to the capital stock of the company, to the amount of $100,000, in addition to her previous subscription, payable in the bonds of the city, and which she is now ready to issue.

Thus encouraged, the Directors resolved at once to commence the construction of the entire road. A contract was accordingly concluded with Messrs. John Rogerson & Co., of New Castle, England, to supply all the rails, chairs and spikes, to clothe the road from Talladega to Gadsden.

The iron is to be delivered in the Bay of Mobile, freight, insurance and duty paid, at $54 per ton—payable in equal proportions of cash and bonds; one half of the bonds to be City of Selma bonds at par. The iron for the road from Talladega to Jacksonville is to be shipped in August, September and October, and the balance in April and May next.

A contract has also been closed for the graduation, masonry, bridging, and track-laying from Talladega to Jacksonville, to be completed by the 1st of February; and to the east bank of the Coosa river, near Gadsden, by Oct. 1, 1861.

The estimated cost of the entire road from Talladega to Gadsden is about $572,750. To meet this, the company have ample securities on hand, provided they can be negotiated at such rates as are fair and reasonable. The means on hand and available are as follows:

The loan from the State	$225,000
The 1st mortgage bonds of the company.	250,000
City of Selma bonds, new issue	100,000
do. do. old issue	11,000
Second mortgage bonds of Company	18,500
Total	$604,500

The loan from the State can be realized with great certainty. The bonds of the city of Selma and the company amount to $379,500—one half of these will be taken under the contracts, the other half, $189,750, the Board confidently believe can be disposed of, to the friends of the road, by the time the money is required.

The earnings of the road, and the land grant from Congress of 425,132 acres of land, is not taken into the calculation. The earnings of the road are required for other purposes, and the land grant has been set aside as security for the loan from the State.

In the last annual report it was made known to the shareholders, that the land grant under the act of Congress of the 3d of June, 1856, made to this company, had in part been adjusted, and titles to 413,778 acres of land had been issued and delivered to the Governor of the State for the benefit of the company. In addition to this, the General Government has recently adjusted and has issued titles to 11,353 acres more land, and delivered the same to the Governor for the use of the company; which increases the number of acres of land to 425,132 acres. Under the same act of Congress the company is entitled to more lands. That portion that comes in conflict with the grant to the N. E. & S. W. R. R. and the Tenn. & Ala. Central Railroad is left unadjusted, which embraces a large amount of the coal measures and iron mines in Shelby and Bibb.

In reference to the relations of this road to the numerous connecting lines, we copy the following from the report:

RAILROAD CONNECTIONS.

The stockholders are apprised, at Gadsden on the Coosa river, the terminus of your road, the Tenn. & Coosa R. R. sets in, which is an extension of your road, and connects North and South Alabama at Gunter's Landing, at the south bend of the Tennessee river. From Gadsden to Gunter's Landing, is 36½ miles. This distance, we are informed, by the President of the company, is all graded except ten miles, which is let to contract, and there are now over 350 hands at works on that portion not finished. At Gunter's Landing, the Winchester and Ala. R. R. sets in, which is a further extension of your line of road, and crosses the Memphis and Charleston R. R. near Brownsborough, and connects with the Nashville and Chattanooga R. R. at Deckard.

The Winchester and Alabama R. R. is finished to the Ala. and Tenn. line, 25¾ miles, and in daily operation; from that line to Gunter's Landing is 43 miles, which is not yet let to contract, but we are informed will be in a short time. The completion of this line of railway will place you in connection with the Tenn. river, which is navigable to Decatur and Chattanooga, with the Memphis and Charleston R. R., the Nashville and Chattanooga R. R., and with other lines extending West to Louisville, Cincinnati and the Great Lakes.

Near Gadsden the Wills Valley R. R. connects Chattanooga with your road—this road is in progress and the President thinks will be finished by the time your road reaches Gadsden. On the east side of the Lookout Mountain the Coosa and Chattanooga R. R. is located, and will connect your road with the Georgia and East Tennessee road, near House's Camp Ground. This road has been let to contract, over twelve months, to the Alabama line.

A road from Rome, Ga., is now in progress, to connect with your road at Gadsden—12 or 13 miles is let to contract and is now being graded. Another and very important railroad, called the Dalton and Jacksonville Railroad, is in active progress. This road proposes to connect your road, at Jacksonville, with the Ga. & East Tenn. R. R. at Dalton—this road has been surveyed and located, and will cross the Coosa river about nine miles below Rome. It is let to contract in part, and is now being graded this side of Dalton and in Vans Valley. Also a road is projected from Marietta, Ga., to tap your road at Jacksonville.

A road from Atlanta, Ga., to Jacksonville, called the Georgia Western Railroad, has a charter in this State to Jacksonville, and is in active progress; the company has been organized and has obtained a subscription of about $1,000,000 to commence on, and is now being surveyed and located.

And there is another, called the Savannah, Griffin and North Ala. R. R., which is projected from Griffin, Ga., and proposes to connect with your road at Oxford or Jacksonville, and has a charter to connect with Decatur on the Memphis & Charleston R. R. This company has commenced work vigorously; has 36 miles graded from Griffin to Newman, and expects to have it in running operation by the first of January next.

Here are eight railroad companies proposing to connect directly with the northern portion of your road at Oxford, Jacksonville and Gadsden. These roads all have merits, and the most of them will be built, which, beyond the possibility of a doubt, will open up to your road the most invaluable scope of country, and place your road in connection with all the important lines of road North, East and West.

In addition to this, your Southern and Southwestern connections have, for some time past, engrossed quite a large share of public attention. The Selma and Gulf Railroad, which connects your road with the Gulf at Mobile and Pensacola, has been located to the Florida line, and will connect with the Pensacola road at that place, which is finished from Pensacola to the Alabama Line. It will also connect with the Mobile and Great Northern road at some point not yet ascertained, between Selma and Mobile.

The Selma and Gulf road is progressing well; has fifty miles let to contract, which is being graded, and the iron purchased to clothe the road forty-three miles. The Mobile and Great Northern road is under contract and the grading progressing and iron purchased to finish it. The southern extension of your road to the Gulf, at Mobile and Pensacola, will be of immense advantage to your road. From the Gulf, over the Ala. & Tenn. Riv. R. R. to Washington City, when the connections are made, will be the shortest route by many miles over any route now in operation or projected.

From Selma, West, your road connects with the Ala. & Miss. Rivers R. R. This road is finished to Uniontown, 30 miles west of Selma, and active steps are now being taken to extend the road to the Mobile & Ohio R. R. at Meridian, which at that place connects with the Miss. Southern road, which is very nearly finished from the Mobile & Ohio R. R. to Vicksburg. This will be a very valuable connection to your road, both for freight and travel. In view of the importance of your

road and its connections, application has been made to the Directors to aid in the extension of your line of road to North Ala. and Winchester, Tenn. This extension, and the connection with the Ga. & East Tenn. Railroad, is deemed to be of the greatest importance; so much so, it is the opinion of all well posted men, that this company should take every step in its power to accomplish and obtain these connections.

When your road is finished, it will be in the power of this company to give material aid to these important extensions and connections.

Your Directory, therefore, would most respectfully recommend to the stockholders the propriety of clothing the Board with power and authority to give such aid as may be in the power of the company—having for its object the assistance of other companies, in the extension of the line of roads, and securing these great connections.

The Board is gratified, in calling your attention to an act of the Legislature, approved 25th day of February, 1860, which donates to this company a small portion of the two per cent. fund. The first section of the act instructs the Centroller of the State to collect nine thousand four hundred and seventy-seven dollars and forty-seven cents, loaned to the Marengo Plank Road Company, on the 13th day of December, 1853, under the provisions of an act passed on the 9th day of February, 1850. The second section of the act loans the sum collected from the Marengo Plank Road Company, to the Alabama and Mississippi Rivers R. R. Company, until the 13th day of December, 1863, at five per cent. per annum, and the act further declares "at the expiration of the loan herein made to the Alabama and Mississippi Rivers R. R. Company, the said sum, with interest accruing thereon, is hereby donated to the Alabama and Tennessee River R. R. Company." For this favor, we tender to the members of the Legislature our grateful acknowledgements.

The Board have taken steps to increase the rolling stock on the road. Two large locomotives for freighting purposes, and twenty-five freight cars have been ordered for the next winter's business.

The financial condition of the company at the close of the fiscal year, was as follows:

GENERAL STATEMENT.

Individual stock		$734,472 99
City of Selma bonds		72,891 85
State of Alabama 2 and 3 per ct. fund		259,641 04
		$1,067,005 88
First mortgage bonds	$548,922 27	
Sec'd do. first series.	181,050 00	
Sec'd do. sec'd series	47,804 49	
		777,776 76
Interest		28,701 73
Net proceeds from transportation		358,365 44
Miscellaneous sources		31,622 72
Bills payable		211,783 72
Cotton account		766 81
		$2,476,023 06
Rolling stock		$184,905 81
Station buildings, &c.		71,108 61
Superstructure		795,571 95
Graduation, masonry and bridging		788,197 82
Engineering, etc.		116,623 95
Right of way		7,798 65
Real estate, etc.		16,492 25
Interest, discount and commissions		411,475 66
Incidentals		19,034 36
Rebuilding Coosa Bridge		18,829 36
Miscellaneous		16,793 89
Cash and bills receivable on hand		29,190 75
		$2,476,023 06

President, THOMAS A WALKER.

Directors, John W. Lapsley, Charles Lewis, George C. Phillips, P. J. Weaver, Walker Reynolds, W. B. McClelland, W. L. Terry, E. T. Watts, B. C. Wyley.

Ch. Engineer & Gen. Supt., WM. ROTHROCK.

Secretary and *Treasurer*, A. M. GOODWIN.

Baton Rouge, Grosse Tete and Red River Railroad.

The Pointe Coupee *Democrat* publishes a letter from a director of the company, from which we extract the following:

We have graded eight miles of the extension. Our aim is to finish twelve miles of grading by the 1st of September, and we hope to have the iron laid and locomotive running by the 1st of January or February; then to commence grading the remaining twelve and a half miles to the Atchafalaya, which we wish to complete in six or eight months after. This certainly shows a determination in the Board to progress rapidly, and is the only course by which it can receive encouragement from new stockholders, who may be induced to subscribe liberally, and thereby supply the balance of the means necessary to comple the work; also to insure its connection with the Red River portion of the road.

Flint and Pere Marquette Railroad.

At a recent meeting of the stockholders of this road, the old Board of Directors were re-elected, with the exception of Mr. Goodwin and E. H. Hazelton, whose places were filled by the election of E. B. Ward and C. A. Trowbringe, of Detroit. The following officers were elected by the Directors:

President—EBER B. WARD.
Vice-President—G. M. DAY.
Treasurer—A. W. CROSSMAN.
Secretary—MORGAN L. DRAKE.

In a few days the contractors will begin to lay the iron, and lay half a mile a day, until thirty-three miles are completed. On the completion of the first twenty miles, the Company will be entitled to the grant of 120 acres of land.—*Detroit Tribune.*

The Lake Shore Depots.

The case of the heirs of the Connecticut Land Company against the Cleveland and Columbus and Lake Shore Railroads, involving the title to the lands now occupied by these Companies as depot grounds at Cleveland, which has been pending in the United States District Court for several years, has just been decided by Judge McLane in favor of the Railroad Companies. In this decision many historical facts of great interest are detailed; touching the conduct of the Connecticut Land Company and of the City of Cleveland, regarding the land in question. This great Land Company received its title to the Western Reserve, about three millions of acres, from Connecticut in 1795, when it organized for the purpose of extinguishing the Indian title to the lands, causing a complete survey of them, and a division among the shareholders. We copy from the Cleveland *Plaindealer* the following facts in relation to this property, now worth several millions of dollars:

"The Connecticut Land Company commenced the surveys in 1794, and the plat of the village of Cleveland was made by Seth Pease and Augustus Porter, in 1796. This plat was retraced in 1802, by Amos Spatford. The south line of Bath street, running from Water street to the river, was clearly shown on their maps. The dedication of the street to public use is undoubted. The original map, which by the territorial laws of Ohio, passed in 1802, was required to be filed and recorded, was lost. The Connecticut Land Company, having completed the work for which it was organized, and divided all its lands, closed its affairs in 1809. It divided all the property known to be owned by it, and abandoned further ownership and control as a company, of the lands in dispute. Bath street was a narrow strip of beach sand in that day. The opening of the harbor, and the building of the government piers have caused a large accretion to that and adjacent lands. In 1842, the city, by authority of the State statute, leased lands and wharves lying on the river and lake, where streets came to the water edge. In 1845, they laid out and leased lands on the beach of the lake north of the north line of Bath street. In 1849, the city gave the C. C. & C. R. R. Co. a conveyance of the lands in dispute to be used for railroad purposes, and by piling and filling up these lands they have been largely increased, not less than half a million of dollars having been expended in improvements upon the piers and depots.

More than half a century has elapsed since the abandonment, by the Connecticut Land Company, of its rights to these lands. Its articles of association were for temporary purposes only, and when its closed its affairs in 1809, the Court believes that, from the accuracy with which its business was conducted, and the exactness with which the remnants of its property were divided, that it was no careless or ignorant omission by which the land in dispute was not disposed of, except by dedication to the public. If it had any existence, it was deemed worthless, and was abandoned totally to any who might appropriate it.

The time which has elapsed, renders the claim of the complainants a stale one, under all the circumstances of the case, a claim not to be encouraged by a Court of Equity. The Court, therefore, dismissed the bill.

Receipts of Coal at Cleveland.

For the six months ending July 1st, the receipts of coal at Cleveland have been as follows: In 1857, 138,074 tons; in 1858, 79,566 tons; in 1859, 89,-173 tons; in 1860, 143,323 tons. The amount shipped by lake this year to July 1st, was 48,367 tons.

Polk Slate Quarry Railroad.

A correspondent of the Augusta (Ga.) *Chronicle* writing from Paulding County, says: "Our citizens are very much elated at the idea of getting a road through this section of country. The Polk Slate Quarry Railroad has been surveyed, and I understand that twelve miles of the road from Marietta will be let out for grading in a few weeks.

New Orleans, Jackson and Great Northern Railroad.

We have seen a letter addressed to one of the Directors, from the President of this company, containing the gratifying news of the purchase of 4,000 tons of iron rail, 3,000 of which is to be used in the construction of the road between this place and the city of Aberdeen.

The road north of Canton, will be pushed forward as rapidly as possible, and at the same time all necessary repairs and improvements to roadbeds and way stations south of Canton will be made, to secure the comfort of passengers and the fast transportation of freight.—*Canton Citizen.*

Tennessee and Coosa Railroad.

We understand that the case of the Tennessee and Coosa Railroad Company *vs.* the Governor, has been decided by the Supreme Court in favor of the Railroad Company. The case was an application for a Mandamus to compel the Governor to draw his warrant on the Treasurer of the State for $150,000, balance of the three per cent. fund loaned to the Railroad Company by an act of the Legislature of 1854. The Governor set up in his return to the rule against him, that the Railroad Company had not complied with certain conditions imposed by an act of the Legislature of 24th of February, 1860.

The Court held that the latter act, so for as it conflicted with the provisions of the former, was unconstitutional and void, and directed that the mandamus should issue, reversing the decision of the Circuit Court of Dallas, which had overruled the motion for a mandamus.

This decision will insure the early completion of the Railroad from Gadsden to Guntersville. By this route we may look soon for railway connection between the Tennessee River and the Mobile Bay. —*Selma Sentinel.*

Philadelphia and Baltimore Central R. R.

We alluded two or three weeks since to a proposition which had been made to this company at their meeting at Avondale on the 30th ult., by S. M. Felton Esq., President of the Philadelphia, Wilmington and Baltimore Railroad Company, and others, to lease and finish their road. At an adjourned meeting held at the same place on the 7th inst., the Committee to whom was assigned the duty of receiving proposals, reported that no other proposition had been made. The proposition of Mr. Felton was then read. The substance of which is as follows:

They agree to take $300,000 of the first mortgage bonds of the company (whole issue $800,000) at 60 per cent. The $180,000 to be paid at such times as may be arranged by the parties—$155,000 to be used in paying the floating debts of the company and completing the road to Oxford. $25,000 to be expended in rolling stock. A lease to be given to them covering all the rolling stock, rights and titles for twenty years, with the privilege of extending it for twenty years more. They to pay to B. C. R. Co., the whole of the net earnings until it pays the debt on the bonds to the amount of $700,000, and when the road reaches the Susquehanna on whatever bonds are issued in completing the road. None of the bonds to be sold for less than 75 per cent.

The toll sheets to be arranged by the officers of both companies. The net profits are after the running expenses and repairs are deducted from the gross earnings. The net profits should be 30 per cent. of the receipts.

The interest on the $300,000 of the bonds taken by them to be paid the same as upon the others.

But $700,000 of the bonds to be issued in completing the road to Oxford, and $800,000 when it reaches the Susquehanna.

No more money to be furnished the Philadelphia and Baltimore Central by the Philadelphia, Wilmington and Baltimore Company after the first $180,000.

The following basis for a new company to construct and operate the road for the benefit of the stock and bondholders was then submitted. The substance of this proposition is:

One thousand shares to be issued at $100 per share. Each share to have a vote in the election of officers and other matters.

This company to furnish the cash to complete the road and assume all the floating debts. They will finish the road to Oxford by the first of October. For the cost of the rolling stock and other improvements they are to take the bonds of the company at 70 per cent. A lease of the road to be given for 15 years.

The rolling stock and equipments of the road are to be deducted from the gross earnings of the road. Twenty per cent. of the net proceeds to be paid to these stockholders, after which the balance is to pro-rate with the bondholders till the interest is paid, and then the rest to go to the original stockholders.

After a spirited discussion by the friends of both plans, the meeting adjourned to the 21st inst. The State of Maryland has appropriated $30,000 towards building the road within her borders.

Memphis and Little Rock Railroad.

Mr. George Peabody, the London Banker, through his agent in Memphis, has contracted to furnish eight thousand tons of iron for this road; a quantity sufficient, it is thought, for its completion. The shipments of iron will be commenced as soon as an order can reach the contractor.

Ship Island (Miss.) Railroad.

The Jackson *Mississippian* of 10th inst. says that $30,000 were subscribed to the stock of the Gulf and Ship Island Railroad, at the barbecue at Spear's Mills, near Brandon, the 4th inst.

Fremont and Indiana Railroad.

The following gentlemen have been elected directors of this road for the ensuing year:

President—L. Q. Rawson.

Directors—L. Q. Rawson, C. W. Foster, James Moore, D. J. Corey, S. Carlin, R. W. Sterns and R. W. B. McLellan.

Treasurer—R. W. B. McLellan.

Illinois Central Railroad.

The following notice has been issued by the Illinois Central Company:

New York, July 21, 1860.

The Illinois Central Railroad Company is prepared to pay $400,000 of its Freeland bonds, with the accrued interest to the date of presentation.

E. A. Burnside, Treasurer.

Texas Central Railroad.

The Galveston *News* says that the receipts of this road are augmenting at an extraordinary rate. For several months they have doubled the receipts of the past year, with only about twenty miles of road extended. The President has been compelled to purchase a large number of additional freight cars.

Baltimore and Ohio Railroad.

We learn from the Baltimore *American* that the suit pending against this company in the City Circuit Court in relation to the extra dividend, was dismissed on the 18th inst., by consent of the respective counsel; and that in consequence of the settlement of the suit, $189,000 were immediately paid over to the City Register, on account of the city of Baltimore, that being the amount to which the city was entitled. The following resolution, recently passed by the First Branch of the City Council, will explain the course pursued by the city:

Whereas, In the year 1856 the Baltimore and Ohio Railroad Company declared an extra dividend in the bonds of said company, convertible into stock within a period of five years—said bonds being intended to represent the surplus earnings of said road, which had been appropriated from year to year, for a long period of time, towards the permanent increase of the capital of said road; and whereas, in the then condition of the company's affairs, the Mayor and City Council of Baltimore deemed it unwise to declare said extra dividend in bonds requiring an annual provision for the interest, whether earned or not, and before the safety of the road was fully manifest; and whereas, it appears from an assurance given to the City Council, endorsed by the unanimous vote of the President and Directors of said Railroad Company, representing State, city and individual stockholders, that said company is in a condition to make such dividend at this time, without risk of danger to the road; and whereas, the city of Baltimore wish to avoid all factious opposition to the action of said Baltimore and Ohio Railroad Company, and as said company is represented as now in possession of a large amount of surplus revenue, applicable to the accrued interest upon said bonds, which they are ready to pay over to the State, city and stockholders upon the removal of legal impediments; therefore

Resolved, by the Mayor and City Council of Baltimore, That the counsel of the city having charge of the suit laying an injunction upon the 30 per cent. or extra dividend of the Baltimore and Ohio Railroad Company be, and they are hereby vested with full authority to dispose of said suit and injunction as may be most expedient and proper; provided, that in case said suit be settled, the Baltimore and Ohio Railroad Company shall pay all the costs accrued and to accrue since the argument of the cause heretofore had in the Court of Appeals.

The suit on the part of the State, being an attachment against the company to answer for contempt in an alleged violation of an injunction issued by the court in relation to the extra dividend, was also withdrawn.

The Kieff Suspension Bridge.

The greatest of all suspension bridges in extent—over the Dnieper river in Prussia, Chas. Vignoles, engineer, was begun September 9th, 1848, and finished October 10, 1853. Its extreme length is 2,562 feet. Each of the four principal spans is 440 feet. Each of the two side openings are 225 feet. There are also two drawbridges at each end. The clear water way is 2,140 feet. The platform of the bridge is 80 feet above the summer level. The river rises 20 feet. The greatest depth of the river at summer level is 40 feet, the height of piers from foundation is 112 feet. The versed size of chain (not wire cable, but a chain of bars) is 80 feet. Each of the four chains is 2,280 feet long; their weight and that of the piers being 1,578 tons. The minimum sectional area of the four chains is 326 square inches. The total weight of iron in the bridge is 3,500 tons. Of masonry and concrete 1,500,000 cubic feet were used in the construction. The total cost of the bridge was $2,160,000.

Amboy, Lansing and Traverse Bay Railroad.

The schooner Advance left Buffalo a few days ago, with the first shipment of iron for the Amboy, Lansing and Traverse Bay Railroad. Her cargo consists of 224 tons of rail, manufactured at Danville, Penn., and it is forwarded under contracts with iron workers at that place which cover a supply of 3,000 tons. The iron is to be delivered on the cars at Danville, at the rate of 100 tons a day. —*Detroit Advertiser, July* 21.

New York Central Railroad.

This company are gradually filling up the gaps in the double track road between Albany and Buffalo. The only sections of single track on the line are between this city and Byron westward, and between Fairport and Canton eastward. A section of six miles is now being laid from Canton to Jordan. The Corning rail is being used for this new road. The bars are 22 feet long, are somewhat heavier than the old rail and they have a wider track for the wheels. This new rail is regarded with favor by practical railroad men. The cars run over it with less jar, making it more pleasant for passengers, and not so liable to damage the rolling stock.—*Rochester Union.*

Schuylkill Navigation Company.

This work, consisting of a succession of canals and pools, was commenced in 1815, and went into operation in 1822, and delivered to consumers 1,480 tons of coal. Thence, up to 1842, inclusive, the entire operations in coal amounted to 4,743,654 tons, making an average of 215,620 tons per year; cost at this time $2,500,176. Canals 36 feet wide at top, 22 at bottom, 3 feet 6 inches deep; 129 locks, each 80 by 77 feet, 34 dams; 1 tunnel, 385 feet in length; rise, 610 feet; length, 58 miles canals, and 50 miles pools. In 1843, the competition commenced with the Reading, and in 1846 an enlargement extended, not only the capacity, but at the end of 1859, the capital and debts amounted to $12,151,467, of which $4,655,064 is in stock, and the balance in loans and debts; gross income for the year $1,001,748.02; expenses, including interest, &c., $883,667.07; net profit, $118,080.95. From 1843 to 1859, the tonnage in coal amounted to 11,941,362 tons, which, together with the previous amount, makes 16,685,016 tons of coal since the operation commenced in 1822. Including the iron ore and other traffic, the entire tonnage amounts to 23,826,771; but as the work is now one of the best canals in the country; as it is finished and has a capacity for about one and a half millions; its lockage but 610 feet, and water equal to its trade, it may be viewed as near perfection as a canal can be; and since its location in the Schuylkill Valley, where the iron and manufacturing interests of the country are locating, it must continue to increase in business until its utmost capacity is reached. On the New York Canals, during 1858, the tolls received were $2,110,754.

On the Schuylkill, the tolls received in 1859 were $1,001,080.95, and yet the cost of the latter is less than one-third.—*Pottsville Mining Record.*

Chicago and Northwestern Railroad.

It is now protected by a permanent and substantial fence along its entire length from Chicago to Oshkosh. We believe no other company in the State has yet completed such a work as this. Though the track is in an excellent condition, parties of men are engaged on the newer portions of the line in ballasting and gravelling such places as may need a little fixing to make them more even and durable. The trains are run at such hours as will best suit the public convenience, and the affairs of the road are under excellent and prudent management. The business of the road has been large during the whole season, and the rich and fertile country which it penetrates promises to furnish a much greater amount of travel and transportation this fall. It passes through the length of the State, and for miles and miles a broad expansion or succession of fields of grain stretch on both sides of it.—*Watertown, Wis., Democrat.*

General Railroad Intelligence.

A decision was recently given by the Supreme Court of Maine, to the effect that the Legislature of the State has no right to enact laws regulating the running of railroad trains where that power by the charter is given to directors. The Legislature has control of all that relates to the safety of passengers, but none which appertains merely to the convenience of the traveling public. The question came up in an action against the Androscoggin and Kennebec Railroad Company, for not detaining their train twenty minutes, according to the act of 1858, in order to connect with another road.

With reference to city and county bonds suffering from repudiation the Philadelphia *Ledger* of recent date, says:

It is known that a very large amount of the bonds issued by the cities of Pittsburg and Alleghany, and by the County of Alleghany, are held in and about this city, which accounts for the interest manifested in their market value, a matter wholly regulated by the probability of payment. Within the last month there has been more inquiry for these bonds than for several months before, and the price within a fortnight has advanced fully ten per cent. They are now quoted at from 45 to 50 per cent. of their face, with sales at the former figure.

As heretofore remarked, every municipal bond ever issued in this country will eventually be recognized, unless in cases where towns or counties are "rubbed out" from the face of the map, if such cases there be. Some few municipalities, perhaps, may never be able to pay the whole of their debts. In these cases, a fair compromise, as with other bankrupts, will be effected. But what from pride, public opinion, legal decisions and improved ability, ninety-nine in a hundred of municipal bonds will eventually be paid, principal and interest. These are our opinions, and are given only as opinions, with no more light and information on the subject, however, than is within the reach of every intelligent reading man in the community.

In reference to the Baltimore Street Railroads, the *American* says:

Though we have some grumblers still among us in relation to our street railroads, cities in which a different system obtains, are not slow to recognize the advantages we possess. The Boston *Advertiser* says:

"It will astonish Bostonians to learn that, by order of the City Government of Baltimore, an arrangement has been effected whereby passengers, paying only a single rate of fare on one road, can obtain a ticket which will entitle them to ride to the terminus of any connecting road. If such a system were in operation in Boston, a person paying five cents in South Boston could be carried, without extra charge, to the Roxbury line, to Cambridge, or Charlestown Bridge, or to the farthest point in East Boston. But in Baltimore the roads were built to accommodate the people, and are under control of the city. Here things are different."

It may astonish our Boston cotemporary still further to know that, besides carrying a passenger for a single fare over any of the connecting roads, the city receives one-fifth of the gross revenue of the roads, from which we will ultimately obtain a park in which the Boston Common would be lost.

The State of Ohio is about to issue proposals for a 5 per cent. loan of $6,413,325, to redeem the 6 per cent. loans to that amount falling due January 1st, 1861. The total foreign debt of the State at present is $14,321,856, being about one and a half per cent. on the taxable value of the real and personal property of Ohio for the current year.

The Madison (Wis.) *Argus* says:

"The number of mortgages of farms to railroad companies in the State is 4,500, the average of the mortgage at $1,200, and the total amount $5,625,000—more rather than less."

An act passed at the last session of the Wisconsin Legislature requires all railroads to be fenced by the 1st of April next; and they are rendered liable for all damages to persons or property by reason of such fences not being constructed.

The St. Paul, Minnesota *Times* of June 23d, says:

"We learn from what we deem good authority, that the claim of Selah Chamberlain to a $600,000 mortgage on the La Crosse road, has been decided against him, so that he not only losses this amount, but is made liable for all the receipts of the road during the past three years. This is a heavy load to bear, and one under which no man can stand, not even Mr. Chamberlain."

The railway between St. John and Shediac, connecting the Bay of Fundy with the Gulf of St. Lawrence, will be opened for travel 1st of August.

The Malden and Melrose Railroad Company are making efforts to fund the debt of the corporation; and hopes are entertained that a dividend will be forthcoming in August.

The Easton *Gazette* says that the building of Dover Bridge has been decided upon. Caroline county appropriated $5,000, Talbot county $3,000, and the remaining $2,000 was raised by the taking of stock.

The Supreme Court of California has decided that the State shall recognize what are known as the "Stolen Bonds." The court rendered the decision on the 5th of June.

It will be remembered that this suit was instituted for the recovery of some $24,000 of bonds issued to Wells, Fargo & Co., as agents for parties at New York, which bonds were issued upon scrip alleged to have been stolen from the State Treasurer's office, after having been once paid, but not cancelled. The said warrents appear to have had no receipt or endorsement showing them to have been paid; and the treasurer, who is admitted to have been a vigilant and faithful officer, seems to have been equally deceived in regard to the matter as the defendants themselves. The Court says:

"The bonds issued under the circumstances are unquestionably negotiable instruments, and binding upon the State, in the hands of innocent assignees. It cannot be held that every man who deals with State securities is bound to search the books and records of the State officers before proceeding to take an assignment of the claim against the State. We do not know that the books and papers are subject to public inspection; and if they were so held, it might lead to very embarrassing results. It appears that the law had already prescribed a method of procedure, deemed by itself a sufficient protection and notification of the character of the claim; and the failure of the officers of the government to follow the law ought not to be turned to the jury of a citizen, and made the occasion of ruining him for being no wiser than those officers to whom this class of duties is specially intrusted."

The Hudson River Road has in use a model cattle car, built with slatted sides, like the ordinary open cars, but with close-boarded ends and platforms, and a roof over all. Space is left under the eaves enough for a man to crawl into the car, which he can do while in motion, if necessary, to attend to stock. Drovers very earnestly hope that that road and others will do away with box cars, and adopt this much improved one.

W. C. Nelson, of Monroe county, in a suit just decided in the Knoxville Circuit Court, recovered damages of the East Tennessee and Georgia Railroad to the amount of $11,000. Nelson had shipped thousands of bushels of wheat a few years since, and the testimony showed that the wheat was detained in the several depots of the company until it was injured to some extent, and until the price receded, causing him to lose heavily. As many as nine of the jurors were for allowing him $25,000, but they finally compromised upon the sum of $11,000.

In the case of the New York and New Haven Railroad *vs.* the New Haven, Hartford and Springfield, Judge HINMAN granted a temporary injunction restraining the latter company from running excursion or other passenger trains over their road in connection with the steamboats running between New York and New Haven. The decision forbids the Railroad Company from making any further contracts unless they arrange to run their cars into the depot in New Haven.

The *World* of 20th says; "We are informed on good authority, that the Attorney General of the State, acting under the direction of the Canal Commissioners, will, to-day, institute suit against the New York and Erie Railroad Company, for the amount of tolls that have been kept back from the State in consequence of the legislative enactment for their abolition, which enactment, it is maintained, was unconstitutional."

The *Tribune* of 21st says: "We understand that the papers in the suit, by the Attorney General of the State, against the New York Central Railroad for back canal tolls, were to be served on the Company to-day at 3 o'clock. It is stated in the street that the Company have determined to carry the question of the constitutionality of the canal toll provision in the original charter, to the Court of Appeals at Washington."

The Railroad Convention which was in session in this city during the past week, adjourned on the 20th, to meet at Saratoga on the 27th. The report of the Committee made to the convention contains the following recommendations:

That having fully considered the question, they are of opinion that the rates of freight can, with a proper regard of the interests of the public, be materially increased from their present standard. That the rates should be made to rise gradually on and after the 15th August, 1860. That it is in the power of the five Eastern trunk lines to make such arrangements with the other lines as will secure such changes of the rates from time to time as shall be agreed upon, and prevent those red uc

tions from which the railroad interests of this country have so seriously suffered during the last three or four years. They further recommend that the Presidents of the following roads hold monthly meetings alternately at Buffalo and New York: Pennsylvania Central, Baltimore and Ohio, Grand Trunk of Canada, New York Central, New York and Erie. At those meetings such other lines as shall please may send representatives. That at those meetings the rates will be arranged and be put in force from the first day of every month. All ticket offices in the large cities to be abolished, as being unnecessary and expensive, and that the usual free passes given to shippers of wheat to be also done away with. That any person in the employ of the various roads who shall be discovered taking freight at lower rates than those fixed by the Convention shall be immediately discharged. That all contracts with Express Companies end on the 1st of January, 1861, and that all agents in the future be paid a regular salary instead of a commission. The present rate of freights to remain the same until otherwise ordered by the Convention.

Railroad Earnings.

The revenue of the Baltimore and Ohio Railroad for June was:

MAIN STEM.

From Passengers	$51,832 05	
" Tonnage	252,490 39	
" Mails	7,833 34	
" Express	3,780 67	
		$315,936 45

WASHINGTON BRANCH.

From Passengers	$33,341 14	
" Tonnage	4,051 49	
" Mails	1,000 00	
		38,392 63

N. W. VIRGINIA BRANCH.

From Passengers	$2,532 71	
" Tonnage	16,709 13	
" Mails	866 67	
		20,108 51

Summary of Revenue for June, 1859 and 1860.

	1859.	1860.
Main stem	$300,473 50	$315,936 45
Washington Branch	34,625 59	38,392 63
N. W. Virginia Railroad	15,345 07	20,108 51
Totals	$350,444 16	$374,437 59

Showing an increase of $23,993 43.

The fiscal year of the Company commenced with October. The revenue for the first nine months of the present year compares with that for the same months of the previous year as follows:

	1859-'60.	1858-'9.
October	$416,929 61	$391,395 10
November	431,287 56	380,879 75
December	355,662 13	337,202 25
January	282,070 64	314,201 09
February	332,743 77	303,631 78
March	425,487 08	400,984 68
April	406,428 86	360,751 15
May	435,133 28	391,019 17
June	374,437 59	350,444 16
Totals	$3,460,180 02	$3,230,509 13
	3,230,509 13	
Increase present y.	$229,670 89	

The following is a comparative statement of the business of the North Pennsylvania Railroad Company:

Earnings in June, 1860	$31,444 96
Do. June, 1859	27,370 69
Increase	$4,074 27
In first seven month of fiscal year	$216,263 53
Same months last year	187,620 53
Increase	$28,643 00

Mr. Marsh, the Receiver, has filed a report showing the receipts and disbursements of the New York and Erie Railroad Company from Jan. 1, to June 1, 1860. It is as follows:

	Receipts.	Disbursements.
January	$494,499 97	$520,082 87
February	461,841 65	443,759 99
March	448,045 14	414,645 43
April	519,272 29	464,599 26
May	555,680 00	632,697 28
Total five months	$2,479,339 05	$2,473,734 83

The earnings of the Milwaukee and Minnesota Railroad for the first six month of 1859 and 1860 is as follows:

	1859.	1860.
January	$35,193 45	$32,883 56
February	35,603 25	36,669 76
March	36,380 64	44,269 15
April	38,788 38	54,532 26
May	46,850 31	69,623 47
June	49,999 67	50,780 02
	$242,815 70	$284,758 22
Increase for six months, 1860		$41,942 52

The following statement shows the receipts and expenses of the Central Ohio Railroad Company for the past six months:

	Receipts.	Expenses.
May	$54,108 94	$43,427 92
April	42,581 57	33,874 33
March	52,700 64	40,510 84
February	46,900 49	36,051 19
January	41,946 98	40,888 21
December	43,907 10	43,108 05
Total for six months	$282,144 81	$287,855 54

The following statement shows the business of the Reading Railroad during the month of June, 1860, compared with the same month of 1859:

	1860.	1859.
Received from coal	$197,907 37	$167,159 12
Do. merchandise.	48,015 20	33,789 80
Do. travel, etc.	32,346 99	29,428 47
	$278,269 56	$230,377 40
Transportation, roadway, dumpage, renewal Fund, and all charges	143,668 66	126,432 97
Net profit for the m'th.	$134,600 90	$103,944 43
Do. for previous 6 mos.	577,696 33	510,865 78
Total net profit for 7 months	$712,297 23	$614,810 21

The earnings of the Marietta and Cincinnati Railroad for June, were $34,417 38, of which $14,288 21 was credited to the passenger traffic, and $20,986 36 to the freight. The increase over the same month of last year is not far from $7,000.

The earnings of the Eighth Avenue Railroad for the six months ending June 30, were:

January	$30,516 48
February	26,668 49
March	30,809 19
April	30,892 42
May	33,434 02
June	35,196 01
Total for six months	$187,516 55

The earnings of the Central Railroad Company of New Jersey, for June, 1860, were, $105,802 06
For the same month last year 80,685 41

Increase, 21 per cent. $25,116 65

The Hamilton, Eaton and Richmond line earned during the month of June, $9,000, which shows a small gain over June, 1859. The gross earnings of this road for the six months ending July 1st, are $3,000 larger than the receipts for the first half of last year.

The traffic of the Great Western Railway of Canada for the week ending July 20, 1860, was as follows:

Passengers	$15,055 29
Freight and live stock	10,618 51
Mails and sundries	1,396 35
Total	$27,070 15
Corresponding week last year	26,877 64
Increase	$192 51

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending July 23, 1860.

BONDS.			Per cent.	
Little Miami, 1st Mort.			6s	85½ and int.
Covington and Lexington, 1st Mortgage			6s	72½ "
Do.	do.	1st do.	7s	83
" "	"	2d "	7s	72 "
Ohio & Miss., E D., Construction			7s	16
Indianap. & Cincinnati,		1st Mortgage	7s	85
" "	"	2d do.	7s	75
Cinc., Ham. and Dayton,		2d Mortgage	7s	85 and int
" " "		1st "	7s	98 "
Dayton and Western, 1st Mortgage			7s	60
" "	2d	"	7s	45
City of Cincinnati, Railroad			6s	86–87½

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 75½
Columbus and Xenia	84
Indianapolis & Cincinnati	41
Little Miami	83½
Ohio and Miss. R. R. Trustees Scrip	12
Farmers' Bank of Ky., Ex Div.	122½

New Jersey Railroad and Transportation Company.

The following is an abstract from the Annual Report of this Company for the year ending Jan. 1, 1860, made to the New Jersey Legislature:

Capital stock		$3,749,000 00
Funded debt, (including $485,000, the cost of the property, etc., purchased of the Jersey Associates		688,000 00
Profit and loss, being surplus earnings expended in the construction of the road, and in payment of the property stated below,	$527,925 99	
Less paid for relaying the road with new rail	$10,500 00	
Less paid for damage by fire to st'm-boat J. S. Darcy	17,207 37	
	27,707 37	
		500,218 62
Dividend 1st January, payable 1st February, 1860		187,450 00
		$5,124,668 82

COST OF RAILROAD AND EQUIPMENTS.

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages		$3,374,910 36
Locomotives, tenders and snow plows		142,780 09
Cars—passenger, freight and baggage		200,195 36
Cost of railroad and equipments		$3,717,885 81
PROPERTY, VIZ:		
Bridge, ferry, turnpike, and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey Associates for $485,000)	$1,249,839 19	
Cash in Bank and cash items on demand	156,943 62	
		1,406,782 81
		$5,124,668 82

Railroads of the State of New York.

(Continued from p. 629.)

Corporate Titles of Companies.	Capital.				Cost of Road and Equipm't.	Length of Road.	Gross Earnings.				Operating and Repairs.	Earnings less Expenses.	Dividends.	
	Share Capital.	Bonded Debt.	Floating Debt.	Total.			Passenger.	Freight.	Mails, etc.	Total.			Amount.	Rate.
1857.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Albany Vermont and Canada	439,005	....	....	439,005	2,010,634	32.95	56,529	33,174	3,744	93,447	75,384	18,063	*nil.*	*nil.*
Albany and West Stockbridge	1,000,000	1,007,207	....	2,007,207	2,007,207	38.00	.....	....	....	.....	.....	120,482	60,000	6
Black River and Utica	805,913	505,000	143,812	1,454,725	1,221,081	37.53	42,193	23,303	3,264	68,760	39,269	29,491	*nil.*	*nil.*
Blossburg and Corning	250,000	220,000	.....	470,000	496,661	14.81	4,421	37,346	475	42,242	42,242	.....	12,500	5
Brooklyn City	986,680	....	....	986,680	1,026,709	19.95	378,791	....	9,819	388,610	287,833	100,777	77,434	8
Brooklyn and Jamaica	284,000	85,000	....	369,000	369,000	11.00	....	....	....	...	.....	33,300	25,626	9
Buffalo and New York City	376,568	....	.....	376,568	376,568	78.00	120,000	250,000	15,000	385,000	300,000	85,000	*nil.*	*nil.*
Buffalo, New York and Erie	680,000	2,300,000	150,000	3,130,000	3,130,000	142.00							"	"
Buffalo and State Line	1,720,650	980,000	211,002	2,911,652	2,739,936	68.84	410,920	425,643	13,845	850,408	640,106	210,302	143,000	10
Cayuga and Susquehanna	687,000	473,000	....	1,160,000	1,183,012	34.61	17,019	59,438	1,829	78,286	65,806	12,480	*nil.*	*nil.*
Chemung	380,000	70,000	....	450,000	450,900	17.36	.....	....	30,000	30,000	.....	36,000	22,800	6
Eighth Avenue	800,000	....	....	800,000	800,000	5.09	341,472	....	....	341,472	194,383	147,089	96,000	12
Elmira, Canandaigua and Niagara F.	48,000	300,000	....	348,000	348,000	46.84	49,063	22,020	1,859	72,942	67,009	5,933	*nil.*	*nil.*
Flushing	133,132	236,500	33,413	403,045	368,891	7.80	... .	....	....	... .	.....	.....	"	"
Hicksville and Cold Spring	27,820	17,190	253	45,263	45,263	4.00	.....	....	....	.....	.....	6,042	1,946	7
Hudson and Boston	175,000	....	....	175,000	175,000	17.33	18,082	81,000	776	99,858	88,795	11,063	10,500	6
Hudson River	3,758,466	8,842,000	453,315	13,053,781	11,288,019	144.00	1,132,319	707,097	....	1,839,416	1,213,948	615,468	*nil.*	*nil.*
Long Island	1,852,715	639,892	15,000	2,507,607	2,565,792	86.50	195,083	116,177	13,409	323,669	203,283	120,386	"	"
New York Central	24,136,660	14,607,510	....	38,744,170	30,515,815	555.88	3,147,636	4,559,276	320,389	8,027,251	4,453,515	3,573,736	1,919,564	8
New York and Erie	11,000,000	24,891,000	1,982,482	37,873,482	34,033,680	465.00	1,495,361	4,097,610	149,635	5,742,606	4,189,229	1,553,377	*nil.*	*nil.*
New York and Harlem	5,717,100	4,060,497	841,012	10,618,609	6,112,000	132.87	494,103	436,725	96,744	1,027,572	840,731	186,841	45,000	3
Niagara Bridge and Canandaigua	1,000,000	....	....	1,000,000	3,210,616	100.21	.....	....	....	.....	.....	.....	*nil.*	*nil.*
Niagara Falls and Lake Ontario	188,620	200,000	36,717	425,337	425,337	13.15	.....	....	....	.....	.....	.....	"	"
Ogdensburg (Northern)	3,077,000	1,500,000	....	4,577,000	4,741,887	121.75	89,962	362,999	54,463	507,424	335,932	171,492	"	"
Oswego and Syracuse	396,200	188,000	25,025	609,225	752,030	35.91	71,796	72,606	4,971	149,373	70,619	78,754	35,436	10
Plattsburg and Montreal	174,042	300,000	....	474,042	349,775	23.17	15,000	5,000	....	20,000	20,000	.....	*nil.*	*nil.*
Potsdam and Watertown	661,000	618,000	199,900	1,479,800	1,555,529	75.36	28,050	22,617	3,033	53,700	25,693	28,007	"	"
Rensselaer and Saratoga	610,000	140,000	.....	750,000	900,287	25.22	125,766	73,969	23,207	222,942	132,333	90,609	48,800	6
Rochester and Genesee Valley	551,601	150,000	33,935	735,536	648,088	18.45	31,815	18,908	2,041	52,764	95	52,669	*nil.*	*nil.*
Sacketts Harbor and Ellisburg	167,486	278,400	56,810	502,696	389,170	18.50	.....	....	....	15,000	15,000	.....	"	"
Saratoga and Schenectady	300,000	97,000	.....	397,000	480,684	21.50	.....	....	30,202	30,202	778	29,424	15,000	5
Saratoga and Whitehall	500,000	395,000	9,294	904,294	895,422	47.52	91,158	63,328	9,053	163,539	113,519	50,020	10,000	2
Second Avenue	600,000	300,000	54,383	954,383	954,383	8.00	.....	....	....	196,800	196,800	.....	*nil.*	*nil.*
Sixth Avenue	750,000	12,845	....	762,845	855,957	4.00	262,049	....	....	262,049	162,060	99,989	75,000	10
Syracuse, Binghamton and N. York	1,200,130	1,400,000	59,418	2,659,548	2,683,168	80.94	88,570	76,806	5,720	171,096	137,615	33,481	*nil.*	*nil.*
Third Avenue	1,170,000	50,000	....	1,220,000	1,170,000	6.00	405,279	....	13,751	419,030	263,692	155,338	93,600	10
Troy and Bennington	75,350	172,000	1,095	248,445	235,981	5.38	.....	....	16,403	16,403	.....	16,403	*nil.*	*nil.*
Troy and Boston	568,297	794,500	185,398	1,548,195	1,422,189	27.23	64,544	86,866	5,361	156,771	75,945	80,826	"	"
Troy and Greenbush	275,000	....	....	275,000	275,000	6.00	.....	....	16,500	16,500	.....	16,500	16,500	6
Troy and Rutland	249,939	100,000	....	349,939	349,939	17.27	.....	....	....	.....	.....	21,000	*nil.*	*nil.*
Troy Union	30,000	680,000	....	710,000	732,114	2.14	.....	....	52,788	52,788	52,788	.....	"	"
Union (Ramapo)	50,000	....	....	50,000	50,000	0.25	.....	....	3,500	3,500	.....	3,500	3,500	7
Watertown and Rome	1,497,943	703,500	85,074	2,286,517	2,159,693	96.76	155,899	228,894	19,415	404,209	243,498	160,711	119,777	8
Total	69,352,217	67,764,041	4,567,338	141,683,596	133,284,400	2,714.32	10,316,870	11,860,803	921,146	23,098,819	14,547,910	7,857,176	2,731,988	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,204,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	83.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
6 Dec. '59	—	—	—	295.8	—	—	—	*North East and South West*	728,000	*	—	105,700	.....	.....	.....	—	—	—	—	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	....	....	....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	60.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	....	....	....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	—	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '58	—	—	—	45.1	....	....	....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,000	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- 59	26.5	8.9	....	227.0	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- 59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	.....	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	....	....	....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	79½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,085	45.0	14 mo.	243,282	135,284	—	....
-- -- '58	138.0	—	....	75.0	—	—	—	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	76
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	70½
-- -- '57	175.0	—	....	—	....	....	....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	75
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- --	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,350,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	....	....	....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	132,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	19.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	6,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	....	....	....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	—	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....		9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	308,413	—	—	180,000	143,678	.....	.....	...	...	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	98½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,021	—	70
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	22½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601.360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	111
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	110½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	108
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	53
30 Nov. '59	19.9	1.3	3.6	—	...	...	...	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,228	—	214,296	62,900	300	333,884	23.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	...	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,826	136,396	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	...	Stockbridge and Pittsfield	448,700	—	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	...	...	...	Troy and Greenfield	478,948	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	19½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.													
1 Jun. '59	17.3	—	—	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,088	144,270	—	.....
-- --	--	—	—	—	...	...	...	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	55
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	18½
-- --	--	—	—	89.8	...	...	...	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	...	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	...	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	...	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- --	--	—	—	—	...	...	...	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	...	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	...	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	...	...	...	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	...	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	...	Eastern	525,205	—	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,927	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	...	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	100½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	...	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	209,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	176,000	5,580,981	64.0	488,871	870,964	620,672	10	120
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	...	...	...	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	...	...	...	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	...	...	...	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	...	...	...	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,686	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	160.0	700,224	1,842,636	770,096	—	56½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,386,005	655.9	3,945,128	6,200,848	2,791,419	7	83½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	23½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	17½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,670	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,048,206	504,892	26,500	2,155,800	1,411,000	82,618	3,650,710	60.3	—	489,437	249,666	7	70
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	92½
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	116
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	643,413	772,093	332,093	4	10½
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	38½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	82½
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,258	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	560,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,578	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	85
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	163.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,968	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	906,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	506,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	8,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	54.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	77½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	67	5,607	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	43½
30 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	98.0	4.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,000,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,165	437,499	6	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	.....	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	.....	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	.....	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,997	36,139	.....	13.6	25,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	263,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.7	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,571	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,512	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,852	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	80.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,445	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	70
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,929,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,100,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,282	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,726	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,635,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	44	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	7
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	106,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,580	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60,0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,928,444	1,800,180	15	120

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	57⅛
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	88¼
" "	700,000	6	1880	87
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1860	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	96¾
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	86
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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***Columbus, Piqua and Indiana :**				
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Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	91
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
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Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	67½
2d Mortgage	----------	---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	102½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,560,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1868	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'68	98
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	1881	72½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	85
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	95
Construction	4,115,000	6	1875	95
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	60
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	79
2d Mortgage	400,000	7	------	74
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	40
1st Land Grant (Western Div.)	4,000,000	†	------	20
2d Land Grant (Western Div.)	353,600	†	------	20
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	85
1st Mortgage (convertible)	500,000	8	------	97
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	903,000	†7	1857	----
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	81
2d Mortgage	2,175,000	†	1877	48
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	52
1st Mortgage (convertible)	1,250,000	8†	1877	52
South-West Branch	350,000	8†	1866	52
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	101½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	101
3d Mortgage (convertible)	6,000,000	7	1871	47
4th Mortgage (convertible)	3,729,000	7	1880	69
5th Mortgage	1,277,000	7	1883	94½
Unsecured (convertible)	2,618,000	7	1871	50
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	50
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	99
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	16
Income	3,561,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ---- ----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
---- ---- ---- ----	-------	†	------	----
Peru and Indianapolis:				
---- ---- ---- ----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norristo'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'n Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1880	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	76
2d Mortgage (convertible)	2,000,000	7†	'68-'70	46
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1860	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	163,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending July 25, 1860.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24	W. 25.
Federal Stocks:—						
U. S. 5s, 1874	102	101⅛	----	101⅛	----	----
U. S. 5s, 1865	100⅛	----	----	----	----	----
State Stocks:—						
California 7s	89½	89½	----	89½	89½	----
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2⅛s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	97	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	82½	82½	----	82½	82½	82½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	97	97	96¾	97	----	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90	90	----	----	90½	90½
Virginia 6s	92	92	----	91½	91½	91½
Railroad Shares:—						
Chicago, Burl. and Q.	78	78	78	78½	79½	79½
Chicago and Rock Isl.	74	75	74½	74½	76	76
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	11	----	11	----	----	10½
Clev. and Toledo	37	36	35½	35½	37½	38
Del., Lack. and West.	96	96	96	----	----	95
Galena and Chicago	70	68	68½	69	70	70⅜
Hudson River	55	53½	53½	53½	54½	56½
Illinois Central	70⅛	70	71	73	75	75
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	54	53½	53	54	55	55
M. S. and N. I. guar'd,	39½	38	37½	38	40	39⅜
M. S. and N. I.	18½	17⅜	17½	16½	17½	18½
Milwaukee and Miss.	----	----	----	7½	----	9
New Jersey Central	----	----	----	----	----	----
New York Central	83½	83	82	82½	82⅜	83⅜
New York and Erie	23½	23	21½	22⅜	23½	23½
N. York and Harlem	16	16	15½	15½	17	17⅜
N. Y. and H. "pref."	42½	43½	42⅜	43½	44	44½
Panama	126½	125½	125½	124	126½	126½
Phila. and Reading	42½	42⅜	42⅜	----	44	43⅜
Railroad Bonds:—						
Chic. and N. W. 1st M.	59½	59½	60	----	----	63
" " 2d M.	----	----	----	30	32	34
Cl. & Tol. S. F. 7 p.c. '85	79⅜	----	----	----	----	78
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	101½
Gal. and Ch. 1 M. 8 p.c. '63	99½	----	----	----	----	----
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	108	----	----	----	----	108
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	91½	----	----	----	92	92
Illinois Centr. 7 p.c. '75	93⅜	93⅜	94½	94½	----	95
" 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	97½	----	[illegible]	97½	----	97⅜
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	64	----	----	----	64½	64⅜
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	106	----	----	----
N. Y. C. 6 p.c. certif. '83	94	94⅜	----	----	----	----
" 1 M. 7 p.c. '64	----	104	----	----	----	104
N. Y. & E. 1 M. 7 p.c. '67	----	102½	----	----	----	103
" 2 M. 7 p.c. '59	----	100½	100½	----	----	101
" 3 M. 7 p.c. '71	----	98	98	----	----	----
" 4 M. 7 p.c. '80	80	80	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	49	50
" S. F. '75	----	----	----	48½	----	50
N. Y. & H. 1 M. 7 p.c. '73	100	----	----	----	----	100
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	70	----	----	----
" " 2 M. 8s '70	50	----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank	103	----	103	----	----	102
America, Bank of	----	----	----	----	----	111½
Commerce, Bank of	100	100	100	100	100	100
Merchants' Bank	----	----	----	----	----	107⅜
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Manhattan Bank	----	----	----	----	----	----
Phœnix Bank	108	----	----	----	----	----
Commonwealth Bank	----	----	----	97½	----	97
Metropolitan Bank	----	----	112½	----	----	----
Shoe and Leather B'k	109	----	----	----	----	----
Ocean Bank	----	----	----	100	----	----
Mining Stock:—						
Pittsburg	62	61	60	59⅜	58	----
Rockland	27	26	27	27½	26⅜	26⅜
Columbian	3½	3½	3	3	3	----
Minnesota	85	85½	86	87	87½	----
Isle Royale	17	17	16⅜	16½	16⅜	15½
Miscellaneous:—						
Del. and Hud. C. Co.	96⅜	96⅜	96½	----	96½	96½
Cumberland Coal Co.	15	15	----	----	15	----
Penn's Coal Co.	85⅜	86	85⅜	----	85⅜	----
Pacific Mail S. S. Co.	91½	90	88	85	85	----
Canton	----	----	----	----	19½	----
Brooklyn Water W's	----	----	----	103½	103	103

The following are the closing prices in the London Market on the 14th July:

United States 5 p. c. red. '74	92½	to	93½
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	82	to	84
Do. do. Fr. L'd red. '60.	92	to	94
Do. $100 shares, $75 p'd.	42	to	40
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1882	87	to	89
Do. $100 shares	46	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	62	to	64
Do. $100 shares	9	to	13
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	74	to	76
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1859	85	to	87
Do. 3d do. 1883, assented	77	to	79
Do. Bonds, 1862, '71, '75 do.	42	to	47
Do. Shares, assented	18	to	19
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, July 28, 1860.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

New York and Erie Railroad.

The annexed figures of this Company will be found interesting at this time, as active arrangements seem to be progressing for establishing the credit of the concern:

		Interest payable.
1st mort.,	$3,000,000,	due 1867, 1st May & 1st Nov.
2d "	4,000,000,	" 1859, 1st M'ch & 1st Sept.
3d "	6,000,000,	" 1883, 1st M'ch & 1st Sept.
4th "	3,705,000,	" 1880, 1st Apr. & 1st Oct.
5th "	1,253,500,	" 1888, 1st June & 1st Dec.
Total	17,958,500	

The above is the amount of mortgage bonds of he Erie Railroad Company, as per Receiver's books, 15th August, 1859.

The payments on account of interest in March, April, and May of this year were over $300,000.

On the thirds, fourths and fifths, no interest has been paid since the Receiver took possession of the road on 9th August, 1859, and these bonds are now selling with this accrued interest thereon, the purchaser, of course, being entitled to the same.

It is estimated that this year's receipt will be about $5,000,000
The operating expenses same as last y. 3,075,000

Net earnings	$1,925,000
Interest on $18,000,000	1,260,000

Really earned for preferred stock .. $665,000

without taking into account the saving of expenses expected from the successful operation of the Long Dock Improvement, which will do away with the expensive transportation of freight from Piermont.

Lexington and Big Sandy Railroad.

The sale of this road under a decree of Court has been postponed to August 8th.

Cambria Iron Works.

For the six months ending June 30, 1860, Wood, Morrel & Co., lessees of the Cambria Iron Works, at Johnstown, made to order 16,081 tons of iron rails, for railroad companies in different States.

A considerable portion of this large quantity was conveyed to its destination down the Ohio river and thence by connecting streams which ramify the Mississippi Valley. Throughout this vast basin which constitutes the *interior region of the Union and the Continent*, Wood, Morrel & Co., as lessees of the Cambria Works, have acquired for their iron rails a character for excellence in quality and durablity in service.

This result, which is everywhere evinced in the satisfactory terms used by companies having Cambria rails in their tracks, is due jointly to judicious and enlightened management on the part of the lessees, to the resources of the vicinity of the works in ores and mineral fuel, and to the facilities for transportation and delivery, from the rail mills to all points accessible by water or land routes.

Wharton's Patent Turn-out for Railroads.

We give elsewhere a full description of this improvement. A model track, with turn-out, and two miniature trucks, one with wheels having an extra tread, and the other with wheels of the ordinary form, are now on exhibition at this office, where they may be seen and examined by those who are interested in such matters. As far as the model is concerned, the improvement appears to us to be admirably adapted to the purpose for which it is designed.

Boonton Iron Works.

The celebrated Iron Works and Nail Factory, of Messrs. Fuller, Lord & Co., are situated on the banks of the Morris Canal, at Boonton, N. J. These works consume 25,000 tons of coal annually, giving employment to between 600 and 700 men, and produce yearly 200,000 kegs of nails, spikes, and other articles of iron manufacture. Each keg of nails weighs 100 pounds, and of the smaller nails there is an average of about 50 to the pound. Multiply these 200,000 kegs by 100 pounds each, and each pound by 50 nails to the pound, and we have the enormous produce of one thousand millions of nails made at this single establishment in one year! The same establishment makes from the ore about three-fourths of all the iron it uses, beside manufacturing from log all the kegs in which the nails are sent to market—having usually on hand seasoning for use, two millions of staves. The wholesale price of the nails is about three cents per pound, but probably nets to the proprietors of the factory not more than 2½ cents per pound. This great establishment is driven by the water power of the Canal Company, and is but one of many participating in the privilege along the greater portion of the work.

Hudson River Railroad.

The Hudson River Railroad Company offer stockholders the right to purchase five hundred bonds, of one thousand dollars each, to be issued under the third mortgage, and to be expended for the extension of a double track, new depot buildings, and funding the floating debt. The bonds to be issued at 95 per cent. (as cash on the 1st of August next) on the face of the same, with interest coupons payable from the 1st of May last. The privilege will cease unless exercised on or before the 10th of August next. Subscriptions will be received at the Company's office, 68 Warren street.

Virginia State Loan.

The Board of Public Works of Virginia give notice that proposals will be received at any time prior to the 1st of September next for a loan of $6,000,000, payable in such monthly instalments as may be required, not exceeding $200,000 per month. Said loan to be redeemable in thirty-four years. Interest payable semi-annually on the first day of January and first day of July of each year, at the Treasury of the State in Richmond.

Proposals are also invited for the same loan at 4½ or 5 per cent. Federal, sterling or other appropriate bonds will be issued for the loan, as paid in, at the option of the lender.

By the Constitution of the State, and laws in pursuance thereof, a sinking fund is established for the punctual payment of the interest semi-annually, and the redemption of the principal in thirty-four years from the issue of the bonds. These provisions of law, the large and increasing taxable resources of the State and tax laws, furnish the strongest possible assurance of the safety and value of the loan.

Sealed proposals to be addressed to the "Board of Public Works, Richmond, Virginia," and endorsed "State Loan," where any further information that may be desired will be promptly given.

James River and Kanawha Company.

The holders of the bonds of this Company, guarantied by the State of Virginia are notified that in pursuance of an act passed on the 23d of March, 1860, upon the surrender to the Board of Public Works, by the holders thereof of the bonds of the said Company, for the payment of which the State is responsible, on and after the first day of July, 1860, the said Board of Public Works will issue and deliver to said holders a corresponding amount of the bonds of the State of Virginia, made in the manner prescribed by law, payable thirty-four years after their date, and bearing at the rate of six per cent. per annum, payable semi-annually.

Southern Pacific Railroad.

We learn from the Cincinnati *Enquirer*, that Col. A. De Graffe, the well known railroad contractor, is now on his way to Texas. Col. D. has a contract for the construction of 700 miles of the Southern Pacific Railroad, and will enter immediately upon the works.

Lexington and St. Louis Railroad.

We learn from the Georgetown Mo., *Press*, that Farmers City has been decided upon as the eastern terminus of this road. At a recent meeting of the friends of the enterprise, Col. C. H. Field, one of the directors, stated that ten miles beginning at Farmers City, would be put under contract in ten days; and if so, it could be completed to Georgetown, seven miles, by the time the Pacific reached Farmers City. The route is such, that with the exception of one mile, the grading can be done quickly and cheaply. The *Press* says; "The thing can be done, and that with ease, as we learn there is stock enough subscribed to the road to ensure its completion. Many responsible men in Pettis, who desire the road, are subscribers to the road. They are farmers who need its facillities, and now let them give the enterprise the material encouragement, and the road will be built, and that soon. Knowing the wealth of the country through which the road passes, and the enterprising spirit of its citizens, we expect to see it completed sooner than any road ever projected in the State."

Buffalo and Pittsburg Railroad.

The Buffalo *Courier* says: "Contract has just been made with Messrs King & Cross to finish, ready for the cars, within six months a piece of the Buffalo and Pittsburg Railroad extending south from the Great Valley, along the east branch of the Tuanangwant Creek, 27 miles in length. Mr. Cross, who is a son-in-law of Mr. Vanderbilt, the well known mail contractor, has taken bonds of the road for $125,000 at 30 cents, on which he is to pay at the rate of $20,000 per month. The Company have bought chairs, rails, &c., for this piece of the line, and men have already been to work on it for two or three weeks. The portion of the line indicated extends the road across the State line and into the heart of McKean County, perhaps the richest coal district in Pennsylvania."

Railroads in Kansas.

From late Kansas papers we learn that the city of Leavenworth has by a decided vote at a popular election agreed to issue $150,000 of bonds to aid the completion of a road, fifty miles long, to connect with the St. Joseph Railroad. By a treaty negotiated with the Delaware Indians land enough will be secured to make a railroad from Leavenworth to Fort Riley, a distance of 120 miles on Pike's Peak route.

☞ Messrs. A. H. Dyett, of the Stock Exchange, and Mr. P. W. Holmes, have formed a new Stock firm under the style of Dyett & Holmes. Their card will be found in another column.

☞ Mr. J. M. Grant has arrived in London, to assume the duties of London Secretary of the Grand Trunk Railway of Canada, until recently performed by Sir Cusack P. Roney.

☞ At a meeting of the shareholders of the Grand Trunk Railway, on the 23d of May last, it was resolved, that the terms of the engagement with Mr. Blackwell as Managing Director, be extended to the 1st of September, 1867.

☞ Lindsey Ward has been appointed Receiver of the Horicon Railroad. The appointment was made by Judge Miller, of the U. S. District.

☞ Capt. George McClelland, the Vice-President of the Illinois Central Company, has resigned his place, to take charge of the Ohio and Mississippi road as President of the Eastern Division, and General Superintendent of the entire line.

☞ W. Mils Olin has been appointed Secretary and Treasurer of the Macon and Augusta R. R. Co. The line of the road has been located, via Warrenton.

☞ The Hon. John A. Floyd has been elected President of the Virginia and Kentucky Railroad.

Insurance Dividends.

The Exchange Fire Insurance Company has has declared a semi-annual dividend of 6 per cent. payable August 1st. The Astor Fire Insurance Company has declared a dividend of 8 per cent. payable August 1st. The Peter Cooper Fire Insurance Company has declared a dividend of 6 per cent. payable on the 1st of August. The Greenwich Insurance Company has declared a semi-annual dividend of 5 per cent. payable August 1st. The Broadway Insurance Company, a semi-annual dividend of eight per cent. payable August 1.

Interest on Stocks, Bonds, etc.

The Directors of the Connecticut River Railroad have declared a dividend of 4 per cent. on the preferred stock; a regular dividend of 2½ per cent. and an extra dividend of 1½ per cent. on the common stock; payable on the 1st of August.

The interest on the first mortgage bonds of the Cincinnati, Hamilton and Dayton Railroad, due July 20, will be paid at the Bank of America.

The August coupon on the Sinking Fund Bonds of the Chicago and Northwest Road will be paid at the American Exchange Bank.

The regular quarterly dividend of 2 per cent. by the Brooklyn Central Railroad Company has been declared payable on the 10th of August.

The transfer books of the New York Central Railroad will be closed on the 31st inst., preparatory to the declaration of the semi-annual dividend, and remain closed until the morning of the 22d day of August.

The following dividends have been declared payable in Charleston:

South Carolina Railroad Company, 3½ per cent. Bank of Charleston, 3½ per cent. People's Bank, 5 per cent. Charleston Insurance and Trust Company, $5 per share. State Bank, 87½ cents per share. Union Bank, $1 75 per share. Planters' and Mechanics' Bank, 87½ cents per share. Bank of South Carolina, $1 50 per share. Southwestern Railroad Bank, 75 cents per share. South Caroline Insurance Company, $2 50 per share.

The Morris Canal and Banking Company has declared a dividend of five per cent. on the preferred stock, and two per cent. on the conslidated stock.

The interest on the 1st mortgage bonds of the Cleveland and Mahoning Railroad Company, due 1st of August, will be paid at the office of Ward, Campbell & Co., No. 56 Wall street.

The July interest on the first hundred bonds issued by Athens County, Ohio, Nos. 1 to 100, will be paid by W. Hoge & Co., No. 58 Wall street. The Auditor of the County expresses the opinion that the overdue interest on the second issue will be ready in the course of the Fall.

The interest Coupons on the Second Mortgage bonds of the Harlem road and those of 1861, will be paid at the Treasurer's Office, August 1.

Bank Dividends.

The Leather Manufacturers' Bank has declared a semi-annual dividend of 5 per cent. payable August 1st.

Railroads in Tennessee.

The following from the Nashville *Gazette* is a striking demonstration of the value railroads have given to the real estate of Tennessee:

Tennessee has now projected about 1,500 miles of railroads; she has completed up to last year, 1,062 miles, and the same in operation. The cost of this work has been about $27,348,141. Of this amount the State has advanced her credits to the sum of $13,799,000, leaving the sum of about $14,549,141, which has been supplied by individuals, counties and cities as stockholders, and on the individual credits of the various companies. The sum of three per cent., on the cost of the road, excepting State aid, pays the interest on the State bonds, and creates a sinking fund sufficient to pay the principal at maturity, so that the State has lost nothing yet, nor is it hardly possible that she can lose one cent from the aid she has given to her railroads. Here, then, says the Memphis *Appeal*, is a most astonishing fact, that with an investment of about $14,549,141 on the part of the stockholders in Tennessee railroads, a profit has accrued to the people of the State, in ten years of $247,698,598 less the increase attributable to the increase of money, which, if we put at 100 per cent., will leave $118,188,555 clearly attributable to railroads, equal to about eight hundred per cent. on the investment, other than that arising from the State aid.

Railroad Cars.

We had the pleasure last evening of examining a superb passenger car, lately put upon the Opelousas Railroad track. This magnificent car was built in St. Louis, and brought down upon the Imperial.

We congratulate the gentlemen in charge of the Opelousas Railroad upon the enterprising and liberal spirit which they display in furnishing their road with such elegant and stylish accommodations, and upon their discrimination in getting their orders filled nearer home, more conveniently and more cheaply. Touching this latter consideration, we were prepared, of course, to hear that freight from St. Louis to our city on such a vehicle is much less than from any of the Eastern factories, that the car itself is far less knocked about and shattered, and that it can be gotten here much sooner after the order being given; but we were somewhat surprised to hear that wages for such work are as low in St. Louis as at the East.

We rejoice indeed to see such a splendid specimen of mechanical finish coming from a Southern State, and to hear that it can be furnished here at lower rates than those of the Eastern States, upon which we have hitherto been unfortunately entirely dependent for so many things. This car is perhaps the handsomest one in the Southern country, and worthy of a visit from our intelligent railroad gentlemen on this side of the river. Its proportion is lofty, and its handsomely panneled exterior is of a bronze color. The interior is also to a considerable extent bronzed, but of a much lighter shade. The ceilings and sides are beautifully finished, the seats soft and spacious, and everything apparently is staunch, though lightness is undoubtedly consulted.

The builders of this car, we are informed, are Messrs. S. B. Lowe & Co., of St. Louis, and this is but one of an order which they are filling for the same road.

Some persons seem to imagine that any kind of passenger car will do, if the locomotive is good; in other words, that speed is the only requisite of railroad travel. This is a mistake, That may have done very well formerly, but there are so many channels of travel now a-days, there is so much opposition, that even a little question of comfort or elegance may frequently suffice to determine the choice of a route. At any rate, a proper regard for appearances would dictate that any important road should be furnished with rolling stock of a superior quality, and we do not know where it could be obtained of a more elegant appearance, so far as cars are concerned, than from the house above referred to.—*N. O. Cresent, July 18th.*

Northern Railway of Canada.

No Canadian enterprise affords better evidence of the reviving prosperity of the province than this line of 94 miles from Toronto to Collingwood, on Georgian Bay. We observe with satisfaction the steady and rapid increase in the traffic receipts for this year, as compared with the year 1859. No doubt the absence of all competition for local business is an unusually favorable circumstance in connection with this railway, as the proprietors are sure of securing whatever traffic the locality affords. Although the company do carry a certain amount of "through freight" by means of their steamboat connection with Chicago, the bulk of their business is local, and the average above indicated (exceeding 19*l.* per mile per week) is well calculated to restore confidence in the future of Canadian investments. In the case of the Northern Railway it is especially a subject for congratulation, as it justifies the confidence which induced the Provincial Legislature so liberally to sanction and the bondholders to carry out the recent re-organization, by means of which it has been freed from the pressure of an unwieldly floating debt and placed in a thoroughly efficent condition.—*Canadian News.*

Railroad Debt of Milwaukee.

The entire debt of the city of Milwaukee amounts to two millions six hundred thousand dollars. Of this amount, the following exhibit shows the indebtedness from defaulting railroads, and the amount of interest coupons overdue:

	Bonds.	Unpaid Coupons Nov. 9, '59.
Mil. & Miss. R. R. Co.	$84,000	
do. do. do.	150,000	
do. do. do.	300,000	
Total	$534,000	$35,970
Mil. & Watertown R. R. Co.	200,000	20,284
La Crosse & Mil. R. R. Co.	$200,000	
Mil. & F. du Lac & G. B. RR.	140,000	
Total	$314,000	14,658
Mil. & Horicon R. R. Co.	166,000	13,000
Mil. & Beloit R. R. Co.	100,000	13,273
Mil. & Superior R. R.	100,000	19,833
G. B., Mil. & Chic. R. R.	200,000	
Total, Nov. 9, 1859.	$1,614,000	$119,946

Street Railroads and Right of Way.

The question of the right of way upon street railroads has arisen in Boston, where it appears some of these roads are laid in very narrow streets, and disputes frequently arise between railroad conductors and drivers of other vehicles. The driver of a loaded team having refused to turn aside from the track to allow a car to proceed, he was arrested and indicted for wilfully obstructing travel. Chief Justice Shaw of the Supreme Court gave an opinion which must be considered good common sense, as well as good law, and, therefore, applicable everywhere that railroads exist in cities. He took the ground that the leading object of chartering city railroads was the accommodation of travel, and not profit to their proprietors. The privilege having been granted to lay tracks necessarily carries with it all incidental rights and powers necessary to the full use and beneficial enjoyment of the grant; and when such grant has for its object the procurement of an easement for the public, the incidental powers must be so construed as most effectually to secure to the public the full enjoyment of such easement. He said:

"It appears that the proprietors of the horse railroad, having received a franchise, had laid down a railway track, and had procured horse-cars, with suitable conductors, and were in actual use of the track. The cars could only pass on one precise line. The wagon could deviate to the right or to the left within the limits of the traveled part of the road. The public, by the grant of the franchise, had granted the right to move on that precise line, and had given to all passengers the right to be carried on that line at the usual rate of speed as which passengers are carried by horses, subject only to occasional necessary impediments. The cars cannot so move and the passengers cannot be so carried, whilst the wagon moves on the track. No impediment is shown to prevent the wagon from turning out. The wagon, therefore, is for the time being an unnecessary obstruction of the public travel, and therefore unlawful.

It is said that it is usual for those in charge of heavy and slow teams to drive them with one wheel on the track, and that they could be driven much more easily in that place than in any other part of the street. This is no justification. Whilst

the track was not required for the cars, perhaps the teamster had a right so to use it. But, when required for the cars, which could pass in no other mode, he had no legal right to consult his own convenience, to the great inconvenience, the actual injury of the equal rights of another.

It is no excuse that the defendant did not get upon the track in the first instance with the intention of obstructing the passage of the cars, or that he did not slacken his rate of speed at their approach; it is a nuisance, if, for his own benefit, he violates the rights of others; and if this consists in the violation of a public right, indictment is the appropriate remedy for its vindication and redress. Nor is express malice, a disposition or desire to cause damage to another, as in case of malicious mischief, necessary to the completion of the offence. It is a nuisance if one wilfully seeks and pursues his own private advantage, regardless of the rights of others, and in plain violation of them, it is a wrong done. And as every man must be presumed tointend all the necessary natural and ordinary consequences of his own acts, it is a wilful and intended wrong; it is malice—a thing done *malo animo*—in the sense of the law: and no other malice need be proved, to show the act to be a nuisance."

THE NEW YORK CENTRAL RAILROAD COMPANY.

TREASURER'S OFFICE,
Albany, July 18, 1860.

THE Transfer Books of this Company will be closed at the close of business, on Tuesday the 31st day of July instant, and will be re-opened on the morning of Wednesday the 22d day of August next.

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3.	Base 12 ft. Slopes	1½ to 1	15.	" 24 "	⅞ to 1
4.	" 14 "	1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 "	⅞ to 1	17.	" 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
7.	" 15 "	1¼ to 1	19.	" 28 "	⅞ to 1
8.	" 16 "	⅞ to 1	20.	" 30 "	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	1¼ to 1
10.	" 18 "	⅞ to 1	22.	" 30 "	1½ to 1
11.	" 18 "	¾ to 1	23.	" 32 "	1 to 1
12.	" 18 "	1 to 1	24.	" 32 "	1½ to 1

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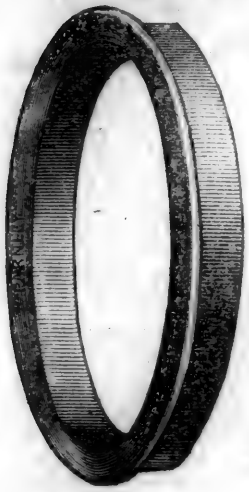
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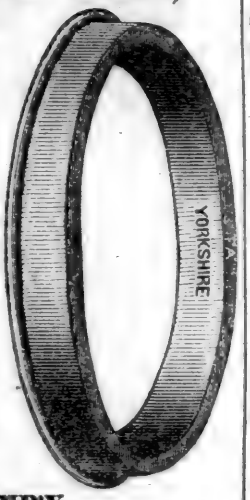
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The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING**, being from the same bed of mineral.

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1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅜ to 5 inches bore, with Screw and Socket Connections, T's, L's, Stops, Valves, Flanges, etc., etc.

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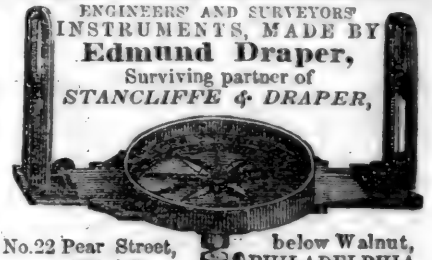
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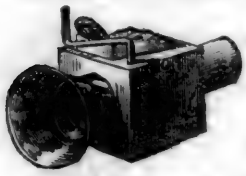
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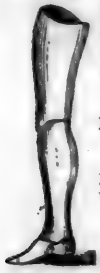
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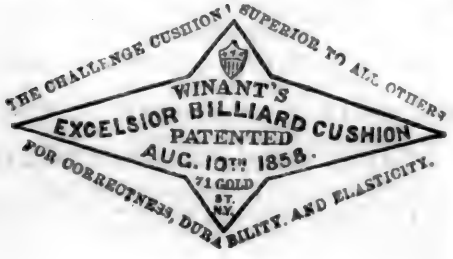
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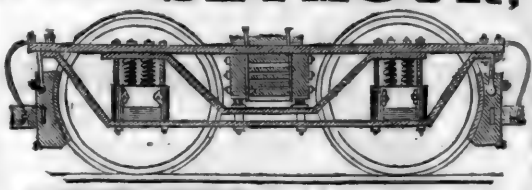
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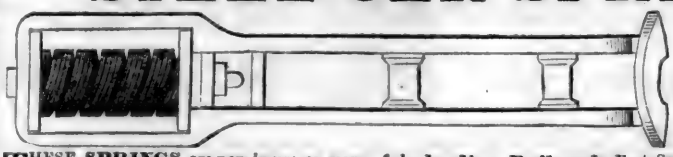
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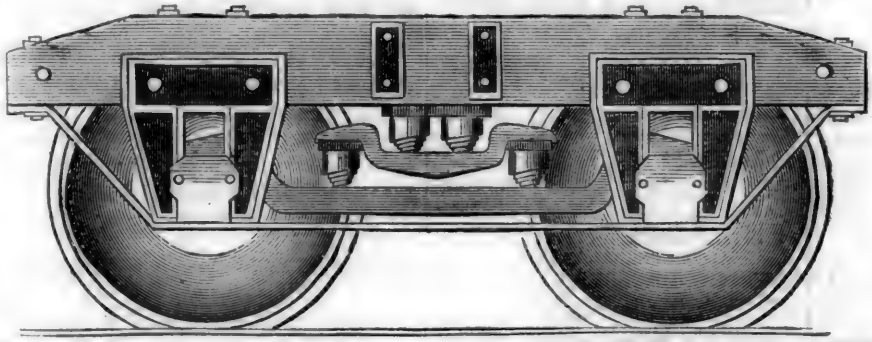
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 31.] SATURDAY, AUGUST 4, 1860. [WHOLE No. 1,268, VOL. XXXIII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Mississippi Central Railroad 669
The Electric Telegraph upon Railways 671
Ohio and Mississippi Railroad 671
Of the Introduction of the Common Law of England into the State of New York 672
Cumberland River Bridge 673
Texas and New Orleans Railroad 673
Railroads in Brazil 674
Henderson and Nashville Railroad 674
General Railroad Intelligence 675
Columbus and Xenia Railroad 675
Central Railroad of New Jersey 676
Louisville and Nashville Railroad 676
Railroads of the State of New York 677
New York Central Railroad 684
Atlantic and Great Western Railroad 686
Texas and Her Improvements 686
Potsdam and Watertown Railroad 686

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, August 4, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

Grand Rapids and Indiana Railroad.

The following gentlemen were elected Directors of this company at a meeting of the stockholders held at Kalamazoo, Mich., on the 16th ult.: Joseph Lomax, Kalamazoo; Jonathan G. Wait, Philip H. Buck, William Henry, Sturgis; Francis F. Jewett, Lima, Ind.; Wm. S. Boyd, Lagrange, Ind.; Jas. A. Walter, Israel Kellogg, Kalamazoo; Leonard Covell, Lewis Porter, Grand Rapids; Wm. Wilbur, Wolcottville, Ind.; Richard Beed, Sturgis. One vacancy, created by the resignation of G. D. Rice.

Mississippi Central Railroad.

Two important events in the history of this road have occurred during the last fiscal year, viz: the consolidation of the Mississippi Central and Tennessee Railroad with the Mississippi Central, consummated in June, 1859, and the completion of the road within Mississippi in January, 1860.

The Tennessee division of the road up to the date of the consolidation had cost the late M. C. & T. R. R. Company $872,503, not including the rolling stock. The share capital of the late company amounted to $309,550; the funded debt $646,000, viz: $117,000 in 1st mortgage bonds, and $529,000 in Tennessee State Bonds and floating debt $13,857.

The completion of this road was the completion of unbroken (except between Cairo and Columbus) north and south lines of railroad from New Orleans and Mobile to Chicago and Dubuque. The 20 miles still wanting to complete the *all rail* route is supplied by a connecting steamboat line running in connection with the trains of the roads respectively.

The reports of the several officers of the company for the fiscal year ending 30th April, 1860, covers the whole length of the consolidated road—a distance between Canton, Miss., and Jackson, Tenn., of 236 miles.

It appears from the Report of the Treasurer, that the aggregate receipts from all sources have been $6,331,899, and the aggregate disbursements on all accounts have amounted to $6,135,867 leaving $196,032 in the treasury, applicable to the liquidation of the indebtedness of the company.

There is included in the disbursements the sum of $86,835 31 not chargeable to the cost of the road. The amount has been expended in the purchase of about 2,800 acres of land, valuable for its timber, in immediate proximity to the road, and fifty-four negroes—some of whom are valuable mechanics.

The notes of the company were given in payment of these negroes, and are included in the present floating debt. This portion of the indebtedness of the company has been largely increased during the past year, by the purchase of additional equipments, rendered necessary by the opening of the entire road, and the increase of traffic thereby anticipated.

There has been placed on the road during the past year ten locomotives, one hundred and twenty-five freight, ten passenger, six post office and baggage cars. An increase of the present number of locomotive engines, freight and passenger cars will be necessary during the present year, to enable the company to facilitate the movement of the future probable increase of traffic.

The inability of the company to pay at the time of delivery for the equipments required for the movement of passengers and freight, and the necessity of erecting buildings for the accommodation of passengers and the security of property intrusted to them, has compelled the Directory to resort to credit to meet this demand, although by so doing the floating debt would be largely increased by the purchases thus made. The business of the road has been frequently incommoded and lessened in amount for the want of a much larger supply than has at any time been on the road.

The assets, now in the hands of the Treasurer, amounting to $196,032 51, is applicable to the payment of the floating debt. The proceeds of the unsold income bonds of the company, amounting to about $30,000, when disposed of will be applied in the same way.

The present floating debt amounts to..		$895,992 42
Assets in hands of Treasurer	$196,032 51	
Income bonds unsold	30,000 00	
		226,032 51
To be provided for		$669,959 91

The receipts of the road during the past fiscal year was $584,342 23, with all the disadvantages of operating only portions of the Northern and Southern Divisions, and with but partial equipments.

Now that the road track is completed, and with increased equipments and contracts made for additional supply, the President estimates the gross receipts of the road for the present fiscal year at $1,200,000 and its net revenue at $660,000.

If this income is not over estimated it will provide for the interest on the funded debt, payment to the sinking fund, and liquidate $450,000 of the present floating debt. There will remain $219,959 91 to be provided for out of the next year's revenues. The income, from two years operation

of the road, exclusive of what will be required to pay interest on the funded debt, will be sufficient to discharge in full the present floating debt of the company, and such additions thereto as may become necessary for additional equipments, buildings and permanent repairs.

The amount of assets in the hands of the Treasurer, at the date of his last annual report was	$209,291 05
The amount paid into the Treasury, from all sources, during the fiscal year, ending 30th April last, was	1,436,921 16
Total	$1.646,212 21
The disbursement from the Treasury, during the same period of time, on all accounts, has amounted to	$1,450,179 70
Remaining in Treasurer's hand	$196,032 51

The Superintendent of the Northern Division reports the earnings of that part of the road at $407,332 36, derived from the following sources, viz:

From passengers	$207,935 02
" 62,112 tons freight	167,302 27
" United States Mail	29,275 34
" Express and News Agents	2,819 73
Total earnings	$407,332 36
The expenditures for materials, labor, salaries, repairs of engines, cars and maintenance of way, have amounted to	$193,706 33
Net earnings for the year	$213,626 03

The aggregate of cotton forwarded from the several stations on the Northern Division, during the fiscal year, has been 85,117 bales. Deducting therefrom the quantity forwarded from stations on the Tennessee Division, exhibits an increase of 28 per cent. over the shipments of the previous year.

The proportion of expenses have been 47½ per centum of the earnings. These were increased by the cost of the movement of a large quantity of materials for construction. Had the earnings of the road received credit for the actual cost of transit of these materials, the proportion of expenses to earnings would have been considerably reduced. These remarks are as applicable to the Southern as to the Northern Division.

The expenses of operating the Northern Division of the road, with its heavy grades, high embankments, deep sandy cuts and consequent liability to injury by heavy rains, will for many years exceed those of the Southern Division, where the grades are light, the embankments low, and few excavations.

The Superintendent of the Southern Division, reports the gross earnings of that portion of the road for the fiscal year, at $177.009 87.

From passengers	$80,877 37	
" 29,913 tons freight	79,786 82	
" United States Mail	10,483 32	
" Express & incid'tals	5,862 36	
		$177,009 87
The expenditures for conducting transportation, repairs of engines, cars, and maintenance of way, amounted to		62,543 44
Net earnings		$114,466 43

The proportion of the expenses has been 35½ per cent. of the gross receipts.

The amount of cotton shipped from the several stations of the Southern Division during the year, ending April 30, 1859, was 33,793 bales. The number of bales shipped during the year, ending April 30th, 1860, from stations on that division was 57,371 bales, being nearly double the quantity of the previous year.

The receipts of both divisions of the road during the fiscal year, has been:

From passengers	$288,812 39
" 92,024 tons freight	247,089 09
" United States Mail	39,758 66
" Express and incidentals	8,682 09
Total earnings	$584,342 23
The operating exp'ns have am'ted to	356,249 77
Net earnings	$328,092 46

There is an apparent discrepancy in the aggregate amount of operating expenses reported by the Secretary, and the sums reported by the Superintendents, amounting to $5,334 01. This originates by the payment for materials and fuel now on hand, and included in the amount reported by the Secretary, but deducted from the amount of the Superintendents' expenditures, and will be chargeable to the operating expenses for the current year.

The earnings and expenses per mile, of road in operation during the fiscal year, are as follows:

Earnings from all sources	$3,027 70
Expenses	1,327 70
Net earnings	$1,700 00

The receipts, expenses, and net income per mile, run by trains, have been as follows:

Earnings, per mile, run by passenger and freight trains	$1 60
Net earnings, per mile, do. do.	0 90
Expenses, per mile, run by all trains	0 59

The net earnings have been 5½ per cent. on the cost of the road and its equipments—a result that should be satisfactory to the stockholders, when it is remembered it has been produced on a broken and incomplete line of road, and with equipments inadequate to the expeditious movement of traffic offered for transportation.

The quantity of cotton transported has been 143,488 bales, against 86,531 bales last year. This amount of cotton, deducting therefrom the number of bales forwarded from stations on the Tennessee division of the road, exceeds any estimate ever made of the number of bales that would be transported between Grand Junction and Canton.

The quantity of cotton that has been transported on the road since the first train was started, has been 400,000 bales. The amount saved to the producers of this cotton, by a reduction of the cost of transporting it to market, together with a reduction in the cost on return freights, during the same period of time, has exceeded one-tenth the cost of the road and its equipments.

The equipments now upon the road consist of 25 locomotive engines, 19 first class passenger cars, 3 second class do., 11 Post Office and baggage cars, 124 platform freight cars, 157 box do., 31 hand cars, and 13 hurdle cars.

Contracts have been entered into for twelve additional engines, 175 freight cars, 10 passenger and two post office and baggage cars, all to be delivered before the month of October next.

Ten freight cars are in process of construction at the Holly Springs' shops, and the number may probably be increased.

The Southern Division of the road extending from Canton to Grenada, 87 miles, was completed on the 31st January, 1860. Until the 28th October, 1859, only 36 miles (from Canton to Durant) were operated. At that date the road was extended from Durant to West's Station, a further distance of 9 miles, and on the 24th October from West's Station to Vaiden, a distance of 10 miles. The connection of the Northern and Southern divisions was made at the date above stated.

The following exhibits the receipts and expenditures of the company from its organization to the 30th April, 1860:—

RECEIPTS.

Capital stock, Mississippi division		$1,691,411
" " Tennessee "		309,550
Profit and loss, Miss. div.	$234,461	
" " Tenn. "	61,411	
		295,872
Gross earnings 1859-60		584,342
1st mort. b'ds (M. C. R. R. Co.)	$1,182,133	
1st " " (M. C. & T. R. R. Co.)	117,000	
Income bonds	473,950	
		1,773,783
Tenn. State bonds issued to M. C. R. R.	$45,000	
Do. do. to M. C. & Tenn. R. R.	529,000	
		574,000
Chickasaw School Fund	$186,000	
Three per cent. Fund	20,949	
		206,949
Bills payable		769,736
Balances on open account		112,399
Balances due on books of M. C. & Tenn. R. R. Co.		13,857
		$6,331,899

DISBURSEMENTS.

Construction (M. C. R. R.)		$3,486,689
Sundry accounts		95,986
Tennessee division from Junction to Jackson		872,503
Commission account		9,648
Discount on bond		293,195
Interest on bonds, etc.		258,001
Depots, shops, etc., Miss. div.	$160,795	
" " " Tenn. "	24,444	
Office furniture, etc.	4,775	
Locomotives (Miss. div.)	213,491	
" (Tenn. ")	39,518	
Cars, etc. (Miss. div.)	263,233	
" (Tenn. ")	43,398	
Turn-tables	6,638	
		756,292
Total cost of railroad and equipment		$5,722,314
Conducting transportation 1859-'60		261,584
Payments on account of debt of Tennessee Division		53,040
Cash, bills receivable, etc.	$196,033	
Personal property & real estate	86,835	
Bills receivable and claims, (M. C. & Tenn. R. R. Co.)	12,093	
		294,961
		$6,331,899

President—W. Goodman.

Directors of the Company—W. Goodman and A. M. Clayton, Marshall Co., Miss.; M. M. Pegues and James Brown, Lafayette Co., Miss.; Hugh Torrence, Yallabusha Co., Miss.; C. M. Vaiden, G. F. Neill and William Booth, Carroll Co., Miss.; A. M. West, Holmes Co., Miss.; James R. Davis, Madison Co., Miss.; R. P. Neely and Austin Miller, Hardeman Co., Tenn.; Alex. Jackson, Union Co., Tenn.

Tennessee State Directors: McClanahan of Jackson, and Fentress of Bolivar, Tenn.

Secretary—A. J. McConnico.

Treasurer—William F. Mason.

Chief Engineer—Robert Sterling.

Superintendent, N. Div. E. G. Barney, and of *S. Div.* E. D. Frost.

Principal Office—Holly Springs, Miss.

The Electric Telegraph upon Railways.

One of the most useful applications of the electric telegraph is in connection with our railroads. No railroad should be without a telegraph line, so that the precise situation of every train on the road is known at the Superintendent's office, and at all the depots on the line.

On some English railways, the movement of trains is entirely regulated by telegraphic signals. The conditions under which trains or engines are allowed to move are, that every train leaving or passing a station is signalled *out* to the next station, and must not go on till the *out* signal is taken. Its arrival is signalled back to the last station, and no second train is allowed to follow until the first has arrived; for no two trains are permitted to be on the same length of railway between two signal stations at the same time. A train is considered *in* when within the protection of the semaphore-signals of the station, and the telegraph permission for a second train to follow refers only to the open line, as far as the previous train is concerned, and extends only to the distant signals of the station. On approaching the station, the train is subservient to the visible signals.

The Erie Railroad was the first road in this country to adopt the telegraph as an adjunct, and a description of its progress is therefore given. The telegraph line upon the New York and Erie Railway was originally constructed by that company from Piermont to Dunkirk, the former termini of their road, with a single wire, which was devoted exclusively to the business of the road, in transmitting communications to and from officers, employees, &c. At this time, and for nearly a year after its construction, it was thought impracticable and unsafe to have recourse to the telegraph for the moving of trains, the advantages which have since been realized from its use, as adapted to railways, not being so apparent as now.

Soon after Mr. Tillotson's appointment to the superintendence of the line, in 1851, it occurred to him that an immense amount of time and money might be saved to the company by making use of the telegraph for expediting the movements of trains, when out of time and held by trains moving in an opposite direction, or by those of a superior class in the same direction.

Upon his recommendation, the Superintendent of the Susquehanna division of the railway was induced to try the experiment, the result of which was that a system was at once adopted by the Superintendents through the line, aided by the General Superintendent, Charles Minot, Esq., which has been so far perfected that the engineers and conductors now actually feel safer and more secure while moving under telegraphic orders than when following their printed instructions; although at the time the system was inaugurated, it was not a little amusing to the operators to witness the alarm manifested by these same men at this innovation upon their old-fogyish views. Indeed, in some instances, so great was their prejudice, that they sacrificed their situations rather than comply with telegraphic orders.

It was about this time that telegraphs upon railways began to be appreciated; for no sooner was it discovered to what uses it was successfully applied upon the Erie road, than all the principal roads throughout the country were supplied with lines; and now a railroad of any length without a telegraph is indeed behind the age.

As an evidence of the regard in which it is held, we quote an extract from the General Superintendent's report to the stockholders, for the year 1855:

"The use of the telegraph is a most important auxiliary in working the road, as, by the rules in force, trains moving in one direction possess positive rights to run without regard to time, or without reference to any opposing train; and an opposing train upon reaching a point whence, by the time-table, it should be met and passed by a train having the right to the road, is not permitted to leave until the arrival of such train; but by the use of the telegraph, conductors in such cases may be immediately communicated with, and directed to move forward, without the slightest danger of collision.

"Without the telegraph, under such circumstances, they would be obliged to remain stationary, or proceed slowly at the most imminent risk.

"*A single track railroad may be rendered more safe and efficient by a proper use of the telegraph than a double track railroad without its aid;* as the double track can only obviate collisions which occur between trains moving in *opposite* directions, while the telegraph may be used effectually in preventing them either from trains moving in an opposite or the same direction.

"I have no hesitation in asserting that a single track railroad, having judiciously located turnouts, equal in the aggregate to one-quarter of its entire length, and a well-conducted telegraph will prove to be a more safe and profitable investment than a much larger sum expended in a *continuous* double track, operated without a telegraph.

"In moving trains by telegraph, *nothing is left to chance.* Orders are communicated to the conductors and engineers of the opposing trains, and *their answers returned*, giving their understanding of the order, before either is allowed to proceed.

"It would occupy too much space to allude to all the practical purposes to which the telegraph is applied in working the road, and it may suffice to say that without it the business could not be conducted with anything like the same degree of *economy, safety, regularity, or despatch.*"

Since the publication of the report from which the foregoing is an extract, the telegraphic facilities have been very much increased. They have now two wires running the entire length of the road, both connecting with one general office in New York. In conjunction with the American Telegraph Company, they have recently laid a cable from New York City to Jersey City, which is in successful operations.

Both of the wires are kept almost constantly busy—most of the time in transmitting messages for the road, although the line is now open to the public, and the revenue derived from paid messages amounts to about $15,000 per year. The expense of operating the line is about $36,000 per annum.

The length of each wire (upon the main line) is four hundred and sixty-nine miles. Beside this they have the Piermont and Newburg branches, making altogether over one thousand miles of line.

One of their wires is divided into sections to correspond with the division of the road; the business of each division being transacted separately from the others. The other they work in one circuit to between New York and Dunkirk, four hundred and sixty-nine miles.

They employ about one hundred operators, seven repairers, twelve messenger boys, and sixty-eight offices—seventeen of which are kept open constantly, both day and night.

They use the Morse apparatus; in the main circuit the Grove battery, and for locals Daniell's improved zinc and copper.

In concluding this description of the use of the telegraph upon one of the best-managed roads in this country, we will say, what strict justice requires, that to Charles Minot, Esq., is due the credit of its conception and completion, in the face of great opposition on the part of other officers of the road, the accomplishment of which has been of inestimable benefit to both the railroad and the public generally.—*Prescott, Chap.* 16.

Leesport and Moselem Railroad.

This road, as projected, extends from Leesport, on the Philadelphia and Reading Railroad, to Lyons, on the East Pennsylvania Railroad, at which places the difference in the elevation of the two roads to be connected is 173 feet, the East Pennsylvania at Lyons being that much higher than the Reading at Leesport; the length of the road by the northern route is 13¾ miles, and by the southern route 12½ miles. The cost of the proposed road by the northern route (including a branch 1¾ miles long to the Moselem ore mines) for masonry and superstructure is estimated at a little over $200,000.

By the southern route the distance is 12½ miles, which, including a branch of a ½ mile to an ore mine and a branch of 2½ miles to a furnace, is estimated to cost, for masonry and superstructure, about $240,000.—*U. S. R. R. & Mining Register.*

Ohio and Mississippi Railroad.

OFFICE OF TRUSTEES OF CREDITORS AND STOCKHOLDERS OF THE OHIO & MISS. R. R. Co. (EASTERN DIVISION),
No. 88 Wall st., New York, July 16, 1860.

The Trustees of creditors and stockholders of the Ohio and Mississippi Railroad Company (Eastern Division), submit the following report to parties in interest, showing the assets already surrendered to the trust created under the agreement of Dec. 15, 1858, as well as the amounts still held outside of the trust, in such bonds, stock, and claims as the holders were invited to surrender.

Under the agreement of December 15, 1858, it was proposed to reduce the bonded debt of the Company to $5,000,000; but it was subsequently deemed best, for the interest of all parties, to invite a further conversion of ALL the construction bonds into trustees' certificates, and on Feb. 25th last, proposals to that effect were made in a circular addressed to the holders of such bonds. This proposal has been promptly and generally complied with.

The total number of bonds, stock and claims thus contemplated to be surrendered for certificates, and eventually converted into stock, were as follows, viz:

In second mortgage bonds	$258,090
Surrendered	45,000
Outstanding	$213,000
In construction bonds	$4,242,000
Surrendered	3,918,000
Outstanding	$324,000
In income bonds	$3,320,000
Surrendered	3,221,000
Outstanding	$99,000
Capital stock	$6,100,000
Surrendered	4,548,000
Outstanding	$1,552,000
Sundry claims estimated at	$570,000
Surrendered	364,500
Outstanding	$205,500

Of the outstanding construction and income bonds, about $30,000 of the former and $25,000 of the latter are reported to be surrendered, but not yet in the trust.

The following statement shows the amounts actually surrendered to the Trust to 1st July instant, of all classes of claims, including past due coupons and interest, as well as premiums on a portion of construction bonds. It also shows the mode of payment for the same by the trustees:

First mortgage coupons	$40,600 00
Second mortgage bonds	45,000 03
Second mortgage coupons	11,760 00
Construction bonds and scrip	3,918,684 73
Construction coupons	590,765 00
Income bonds and scrip	3,221,286 82
Income coupons	340,287 50
Claims against O. & M. R. R. Co., (principally notes)	364,589 98
Accrued interest allowed	94,524 80
Capital stock (representing $4,548,600)	454,860 06
Premiums (allowed on two-third construction bonds)	1,384 479 26
Total	$10,466,788 15
Paid for in cash, furnished by income bondholders	$183,059 02
Paid for in trust certificates, representing above assets	10,283,729 13
	$10,466,788 15

No settlement has been made with the City of

Cincinnati for its claims against the road; negotiations to that effect having thus far failed.

A suit has been commenced to collect the past due coupons, by a portion of the second mortgage bondholders, who declined coming into the Trust. Joseph W. Alsop, Esq., President of the road, and one of the Trustees, has been appointed Receiver. The road is now managed by him, under an order of the Court. As yet no decree of sale has been made; but in the present inability of the road to quash the suit by paying the arrears of interest on the second mortgage bonds, such order will, in all probability, be obtained.

At the time this trust was created there were due by the road for interest, on—

First mortgage bonds	$215,250
Second mortgage bonds	54,180
Construction bonds	445,410
Income bonds	358,600

Since which nearly all the back interest on the first mortgage bonds has been provided for by the road, or by the Trustees; and the interest since due on the same has been paid by the road—that due the 1st inst. by making a temporary loan against accruing receipts.

The interest on the second mortgage bonds is still due. That on the construction and income bonds has been provided for by the trustees, as stated in the foregoing report; so that the road has already, by the action of the trust, been relieved of the immediate payment of interest to the amount of upward of one million of dollars, most of which will be converted into stock, if the plan of capitalization be consummated.

To accomplish the object for which the trust was created, some further delay must be submitted to, that the road may recover from its long embarrassments, and be placed in a condition to be worked with economy and profit.

All of which is respectfully submitted.

By order of the Trustees,

EDWIN BARTLETT, Chairman.

Journal of Constitutional Law.

OF THE INTRODUCTION OF THE COMMON LAW OF ENGLAND INTO THE STATE OF NEW YORK: ITS APPLICATION IN THE ADJUSTMENT OF THE RIGHTS OF INDIVIDUALS AND THE PUBLIC, TO THE NAVIGATION OF SMALL STREAMS.

The Racket river is 160 miles in length. From is mouth to Raymondsville, 20 miles, it is boatable, and has been declared a public highway by legislative enactment; from Raymondsville to Potsdam, 14 miles, which includes the premises of the parties to the suit under consideration; its bed rises 250. The stream is rapid, rough and rocky, and upon it are 12 dams; from Potsdam to Colton, nine miles, its bed rises 400 feet; beyond Colton are lakes, and a stretch of navigable water, 52 miles in length, with only one mile of rapid; the average width of the river is 18 rods; its average rise in freshets is from 3 to 3½ feet; from 1810 to 1850, saw logs, lumber and timber had been floated from two miles above Potsdam to Raymondsville in small quantities; from Colton to Raymondsville the river, in its natural state, is not capable at any season, of being navigated by vessels, barges, lighters or rafts; but during the seasons of highwater in each year, it has capacity for floating to market saw logs and timber in single pieces; from Raymondsville to Colton are nine saw mills in operation some of which make 45,000 feet of lumber per day, which are and only can be supplied with logs by floating them down the river.

The action was for obstructing the passage of logs in this river to the plaintiff's saw mill, which was situated upon its bank, by the defendants who owned the land on both sides of the river two and a-half miles above the plaintiff's place.

The case came before the General Term of the New York Supreme Court upon appeal from the Special Term. The defendants' counsel claimed that the constitution adopted by the State of New York in 1777 expressly retained the common law of England, except as modified by statute; that by this common law, streams that are so small, shallow or rapid as not to afford a passage for the king's people, and are not navigable for boats, or vessels, or rafts, are altogether private property: that where this common law applies to a subject existing in this country, the courts can no more change it, nor disregard it, than they can a statutory enactment or constitutional provision. Of course, if these propositions were absolutely true without any modifications, and if this stream was not navigable as above stated, the right of the defendant to stop the logs in question would be unquestionable. But the Special Term thought differently and held that Racket river in its natural state, being of sufficient capacity in seasons of high water to float logs and timber to market, was a public highway at common law; that the riparian proprietors own the bed of the stream subject to the public right of easement. This decision was affirmed by the General Term. The following is is a portion of the opinion, upon pronouncing the determination of the court.

JAMES, J.—The principle of the common law, as its theory assumes and its history proves, are not exclusively applicable, or suited to our country, or condition of society; but, on the contrary, by reason of its property of expansibility and flexibility, their application to many cases is practicable. The adoption of the common law, in the most general terms, by the government of any country, would not necessarily require or admit of an unqualified application of its rules, without regard to local circumstances, however well settled and generally received those rules might be. Its rules are modified *upon its own principles*, and not in violation of them. The language of the constitutional provision is: "Such parts of the common law as were in force on the 19th day of April, 1775, shall be and continue the law of this State." What parts of that law were then in force here? None, upon the subject now under consideration, except what resulted from our colonial dependence. Upon the principles already stated, so much only of the common law was in force in the colony, by virtue of that relation, as was applicable to the condition of things here. This proposition is sustained by the highest authority. Sir Wm. Blackstone says: "It has been held, that if an uninhabited country be discovered and planted by English subjects, all the English laws then in being, are immediately there in force. But this must be understood with a great many restrictions. Such colonists carry with them only *so much* of the English law, as is applicable to their own situation, and the *condition of the infant colony*." Kent lays down the same rule with repard to the extent to which the common law was applicable in the colonies, and its subsequent adoption by the constitutions of the several States. He says: "The common law, so far it is applicable, has been recognized and adopted as one entire system by the constitutions of New York, Massachusetts, New Jersey and Maryland. It has been assumed by the courts of justice, or declared by statute, with the like modifications as the law of the land. It was imported by our colonial ancestors, as far it was applicable, and was sanctioned by royal charters and colonial statutes."

This apparently qualified adoption of the common law, is nothing more nor less *than an adoption of its essential principles*, the application of which to the condition of things in the new country often requires a modification, if not an entire change, of its rules; but which after all, is nothing more than the result of the application of general principles to particular facts. The principle is essentially the same under all circumstances; but the rule, or mode, or standard of application will vary with the facts, or the nature or the character of the subjects to which the application is made.

Again; when it is said that we have in this country adopted the common law of England, it is not meant that we have adopted any mere formal rules, or any written code, or the mere verbiage in which the common law is expressed. It is aptly termed, the *unwritten law* of England: and we have adopted it as a constantly improving *science*, rather than as an *art*; as a system of *legal logic*, rather than as a *code of rules*. In short, in adopting the common law, we have adopted its fundamental principles and modes of reasoning, and the substances of its rules, as illustrated by the reasons on which they are expressed. * * *

It is the duty of the court in this case, to apply those principles to the Racket river, and determine whether it was susceptible of such use as made it a public highway. Its character must be determined by its capacity for public use; and the extent of capacity requisite to give the public an easement in a fresh water stream, must be ascertained by the application of the principles of the common law to the nature of the subject, and the circumstances under which that application is made. We are not bound to follow the letter of the common law, forgetful of its spirit; its rule instead of its principle. A *rule* of law applicable to the fresh water streams of England, may be wholly inapplicable to fresh water streams in this country of the same nature and character, because of different capacity, or because the adjoining country may furnish a commerce for them unknown in England, and yet be subject to the same *principle*. If so, the common law *modifies its rules upon its own principles*, and conforms them to the wants of the community, the nature, character and capacity of the subject to which they are to be applied.

The defendants insist that, unless Racket river was *navigable*, within the common law meaning of the term, they have the absolute fee in its bed and flow of water. Navigability is not the true test. A *navigable* river, in the common law use of the term is one in which the tide ebbs and flows. In *Ex parte Jennings* the Court say: "By the term 'navigable river' the law does not mean such as are navigable in common parlance. The term has in law a technical meaning and applies to streams, rivers or arms of the sea, where the tide ebbs and flows."

The right of public servitude in a stream depends, not upon its navigability, in the common law sense of the term, but upon its capacity for the purposes of trade, business and commerce. The *Hargrave tracts* define fresh water rivers, deemed public, to be such as float vessels, boats

and lighters. Mr. Bulter, in his notes, says, a river where boats, rafts, etc. may be floated to market, is a public river. In this country, our courts, following the principles of the common law, and adapting them to the subjects presented for their application, have recognized other and still more primitive modes of transportation as evidence of capacity.

The justice then quoted from a number of cases and other authorities, proving this last proposition, among which were the following.

In Putnam *vs.* Mulligan, Justice Thompson said: "It is a fact of public notoriety that the tide does not ebb and flow as high up the Hudson river as the place in question, and therefore the land under water is as much the subject of private grant as the land adjoining the river, *subject, however, to be used by the public for the purposes of boating and rafting, and other objects of this description*, as far as shall be necessary for public use and accommodation."

In Brown *vs.* Scofield, the court says: "Not only in this State, but in all our sister States, these natural channels and avenues of access *wherever they are found of sufficient capacity to float the products of the mines, or the tillage of the country through which they flow, to market*, have always been adjudged by our courts to be subject to the right of passage independent of legislation."

In conclusion the Justice James says: "The fact was fully established, that Racket river, in its natural state, at certain seasons of the year and in a certain way, had capacity and was susceptible of public use, in transporting to market certain products of the country through which it passed; having such capacity and adaptability, it was, according to the principles of the common law, as applied in this country, a public highway. The judgment should therefore be affirmed."

Cumberland River Bridge.

We copy from the Clarksville *Jeffersonian* the following description of a bridge recently erected over the Cumberland river at that place, by the *McCallum Bridge Company* of this city:

The Memphis, Clarksville and Louisville Railroad Company have just completed one of the finest bridges in the country. The bridge referred to crosses the Cumberland river at this place. Its extreme length is 692 feet, divided into two stationary and one draw span. It is built upon three massive piers and two abutments, and has besides two piers up and down the river from the centre pier, upon which the ends of the draw span rest when the draw is open, making altogether five piers and two abutments. The river piers are 75 feet high, and the height from low water mark to the grade line of the road is 85 feet.

The span next to town is 198 feet in length. The span next to the other shore is 218 feet, and the draw span 276 span. The openings of the draw are 120 feet between the piers. There are two other spans of 40 feet each connecting the bridge with the embankment on the Clarksville side.

The plan of the bridge is that known as *McCallum's Inflexible Arch Truss*, which is regarded as one of the very best wooden bridges now known. The draw span is constructed upon an entirely new principle. It is self-sustaining and dispenses with the tower and hog chains usually employed, and is believed to be a very great improvement upon all other draw bridges. The plan is novel, and the draw of the bridge here is the first ever constructed upon this plan. Its success must be a source of great satisfaction to the inventor as well as to Mr. Fleece, the Engineer of our road, who, upon the exhibition of the plan, did not hesitate to adopt it as an improvement though yet entirely untried. The advantage of the self-sustaining draw over those in which the hog chains are employed is that the one is always in its true place, while the other is very materially influenced by the temperature of the atmosphere, which by expanding or contracting the chains either lower or elevates the ends of the draw, requiring constant watchfulness and labor in lengthening or shortening the chains to keep the bridge in correct position.

Texas and New Orleans Railroad.

The following is the report of G. W. R. Bayley, Esq., Chief Engineer, to William G. Hewes, Esq., President of the New Orleans, Opelousas and Great Western Railroad Company, of his examination of the condition and prospects of the Texas and New Orleans Railroad and its Tributary Connections:

ENGINEER'S OFFICE, N. O., OPEL. & G. W. R R. Co., New Orleans, La., July 10, 1860.

WILLIAM G. HEWES, Esq., *President:*

DEAR SIR:—I have just returned from Texas, after having made a tour of inspection of the Texas and New Orleans Railway, and of the railways radiating from the city of Houston. In view of the great importance of the speedy completion of that portion of our road (now in construction) between our present terminus on Berwick's Bay and New Iberia, 45 miles, the following information is submitted:

The Texas and New Orleans Railway commences at New Iberia, 125 miles from New Orleans, by our line, and extends westwardly, through Louisiana, 116 miles to the Sabine river, and thence 106 to the city of Houston; total length, 222 miles.

The line through Louisiana is all under contract, and it is expected that the same will be completed by the close of next year. The Texas division is well advanced, and will be finished during the present year. Nearly one-half of it is completed and in operation already, while the grading of the other half is nearly finished, the ties on hand, and rails, chairs and spikes on the ground.

From a personal inspection of the works in progress, and a knowledge of the energy, capacity and ability of those in charge of this great work, I am convinced of its completion in 1861 to New Iberia.

The immense importance of this great feeder to our road can hardly be over-estimated when we consider the extent of its connections in Texas.

The distance from New Orleans to Houston will be 347 miles. In Louisiana, the Texas and New Orleans Railroad traverses a country which recent developments prove is capital of producing sugar, cotton and corn abundantly, while cattle, sheep, hogs, etc., and lumber, will add largely to its business.

The Bayou Vermillion, the Tortue, Plaquemine, Brusle, Mermenton, and Calcasieu will each be important sections.

The shipments of cotton for the year ending in April, 1860, from the Sabine, equalled 30,000 bales; from the Neches, 15,000 bales; Trinity river, 50,000 bales, while the production nearly doubles itself annually.

The Texas and New Orleans Railroad must do an immense way business, while it will have for its feeder the Houston and Texas Central Railway, to extend from Houston to Dallas and Red river. The road is now completed to Navisota, 70 miles, and its receipts in April last nearly equalled $50,000, while the business in October, November, December and January next is estimated to reach $60,000 per month. The gross earnings for the year commencing October 1, 1860, are put at $600,000 by Mr. Groesbeck, President, and for the year following at $1,250,000. This company will have 82½ miles finished by the 1st of October next, and 125 miles by August 1st, 1861. Dallas is 250 miles from Houston.

The H. & T. Central Railroad will have for its feeder the Washington County Railroad, extending from Hempsted (50 miles above Houston) to Brenham, 22 miles, into one of the richest portions of Texas. Eleven miles of this road are already completed, the grading done, with ties and rails on hand for the balance, only awaiting the erection of the Brazos river bridge, now building.

From Brenham to Austin, 82 miles, the Air Line Railroad Company are now calling for proposals for construction, and as their private subscription is large, the early completion of the road is beyond doubt.

The business of the H. and T. Central Railroad must be very greatly increased by the completion of the Washington County and Air Line Railways. The number of bales of cotton conveyed over this road for the year ending May 1, 1859, was 59,925, and this must have been greatly increased in 1860.

When it is considered that this railroad must be rapidly extended to Dallas, the centre of the wheat region, 250 miles from Houston, and that the Washihgton county and Air Line roads, together 104 miles, will soon be built the vast importance of these feeders to the Texas and New Orleans road, and of *all* to the New Orleans, Opelousas and Great Western Road will be appreciated.

The next great feeder to be considered is the Buffalo Bayou, Brazos and Colorado Railroad, which crosses the Brazos river at Richmond; thence extends to Columbus, on the Colorado, 80½ miles from Harrisburg; thence to La Grange, 28 miles; and thence to Austin, about 140 miles from Houston.

From Columbus, on the Colorado river, another road will run to Gonzales and San Antonio, about 125 miles, and is expected that 25 miles of the road will be built during 1861. The total distance from New Orleans to San Antonio, will be about 550 miles, and there can be but little doubt of the ultimate extension thence to Guaymas, and also to Mazatlan, of this route from New Orleans to San Antonio; thus developing a Southern Pacific Railroad route, which, though possessing merits of a very superior order has not yet been brought permanently before the public.

The entire distance from New Orleans to the Pacific would be about 1,800 miles; the route would afford a lucrative way business throughout its whole length, and its termini on the Mississippi and upon the Pacific coast would be accessible to shipping—a very important consideration.

It remains to notice the Houston Tap and Brazoria Railway, commencing at Houston and extending to Columbia, on the Brazos river, and thence to Wharton, on the Colorado river; also the road from Houston to Galveston, 50 miles now in operation.

The H. Tap and B. R. R. is finished to Columbia, 50 miles, and this portion of the route traverses the rich sugar district of Oyster creek.

It is expected that this road will be completed to Wharton, 88 miles, by the 1st of January, 1861, and from Columbia it is contemplated to extend it to Matagorda. Considering the preceding exhibit of the condition and prospects of the Texas railways radiating from Houston, and the certainty of the speedy completion of that of the Texas and New Orleans Co., to New Iberia, where it will unite with the New Orleans, Opelousas and Great Western, opening at once to New Orleans about 750 miles of finished railway, to be worthy the attion of our Company, and of the citizens of New Orleans, it is respectfully submitted.

Your obedient servant.

G. W. R. BAYLEY, Chief Engineer.

Junction Railroad on West Side of Schuylkill River.

To fill out an unbroken locomotive route along the west bank of the Schuylkill river, between the Reading Railroad at the Columbia Bridge and the Baltimore road at Gray's Ferry Bridge, requires 10,338 feet of new road, less than two miles. Of this distance, 9,000 feet of new road are required between the Pennsylvania Railroad from a few feet east of the bridge over George's Run, near the West Philadelphia Water Works, and the Philadelphia and Reading Railroad, near the Columbia Bridge; and 1,338 feet of new road between the

West Chester Railroad and the Philadelphia, Wilmington and Baltimore Railroad at the west end of Gray's Ferry Bridge.

The whole distance between the Columbia Bridge and Gray's Ferry Bridge is—of new road to be built..... 10,338 feet.
Pennsylvania Railroad to be used .... 6,762 "
West Chester Railroad..... 8,600 "

Total distance 4.8 miles, or.....25,700 feet.
—*U. S. R. R. & Mining Register.*

Railroads in Brazil.

The following statement of railroads in Brazil was prepared by Mr. J. C. Fletcher, who, from a long residence in that country, is thoroughly familiar with the progress of its public works. Brazil, of all the South American States, has what may be termed a stable government, which is fully alive to the importance of constructing railroads through its wide domain.

On the 22d of April last a new railroad was inaugurated in Brazil. The Emperor, Don Pedro II., was present at the beginning of this undertaking, which is to link the rich coffee and sugar regions of Canta Gallo, and, ultimately, of Campos, with the Bay of Rio de Janeiro. In the volume entitled "Brazil and the Brazilians," the general map of the empire and the chart of the bay of Rio de Janeiro will give the various points of departure and destination. Near the mouth of the Rio Macucu, not far from an important town called the Porto das Caxias, is to be laid down the first section of this important iron way. The steamers on the bay ply between Rio de Janeiro and Sampaio, which is but a short distance from Porto das Caxias; and it is probable that the bay, as in the case of the Maua Railroad, (the first opened in Brazil,) will, for many years to come, be the complement of this new highway—thus making connection with the capital city of the empire.

As to the importance of this route, we can only say that thousands and tens of thousands of muleteers and mules are annually employed to bring down to the points of embarkation the rich products of Nova Friburga, Canta Gallo and vicinity. The coffee plantations in the elevated uplands, surrounding these two named towns, rank among the best in the province of Rio de Janeiro. Many of these plantations are owned by Brazilians, but there are some very prosperous establishments whose proprietors are Swiss and Frenchmen. The Baron of New Friburg has immense coffee plantations in the mountains and near the village which bears his name. Between New Friburg and Canta Gallo, there is a fine region of country more thickly settled than the traveler is accustomed to find in Brazil. Such is the amount of cultivation that one is reminded by the scenery of the beautiful and richly tilled valleys of Switzerland. Beyond Canta Gallo, to the river Parahiba do Sul, is a large tract of land under cultivation, and susceptible of still higher tillage, mostly suitable for coffee, sugar, cotton, Indian corn, and the mandioca plant, from which a coarse meal and tapioca are produced. The city of Campos is situated upon the river Parahiba, twenty miles from its mouth. It is surrounded by vast fertile plains, which give the name to the city. The commerce of this place is extensive, and a large number of coasting smacks are employed to transport thence to Rio Janeiro the sugar, coffee, rum and rice, which are brought there from the neighboring plantations. When the new railway is completed to Campos, a distance of nearly two hundred miles, an immense traffic must flow over the line indicated. If an American colony should be formed in Brazil, these salubrious uplands, where the fruits of the tropics and the cereals of the temperate zone may flourish together, would be the proper and profitable spot for such an undertaking.

The above is the sixth railway begun in Brazil. The names of these enterprises are as follows:

Maua Railway, begun in 1852, finished in 1853.

Pedro II. Railway, 1st section, begun in 1855, finished in 1857.

Pernambuco and San Francisco Railway, 1st section, begun in 1855, and finished in 1858.

Bahia Railway, 1st section, begun in 1857, and finished in 1860.

Canta Gallo Railway, begun in 1860.

San Paulo Railway, begun in 1860.

The Maua Railroad runs over the plains which extend from the bay to the base of the Organ Mountains, and is on the highway between Rio and the mountain city of Petropolis, which is a great summer retreat, and where the Emperor has a country palace.

The Don Pedro II. Railway is a main line which is to extend far into the interior from Rio, and is intended to be the Grand Trunk from which many branches will ramify on either side. The first section of this road (about 40 miles in extent) was thrown open in 1857. The second section was offered to contractors the latter part of the same year, and the successful competitor was a Pennsylvania Company. Since that time, this second section, forty-four miles long, and containing the tunnel of Mendez, has been rapidly pushed forward. Hitherto American enterprise in Brazil has been far below that of the leading nations of Europe. Remunerative contracts, requiring skill and energy, were constantly obtained by Englishmen, Germans, Frenchmen, and even Portuguese, but Americans had no fair play until the railway system of Brazil was matured. Their experience with single lines in a new country was just what Brazil required. It was then that Col. Charles F. M. Garnett, of Virginia, was employed as engineer-in-chief; and more of our countrymen have thus been led to Brazil than ever before. Col. Garnett, we understand, has returned to the United States, but American skill and enterprise are now better known and appreciated in Brazil than formerly, and if our countrymen are wide-awake to their own interests, they will not neglect the opening there.

The tunnel of Mendez is a stupendous undertaking. Those who, from the city of Rio de Janeiro, have gazed upon the Alpine peaks which surround that city, will have some idea of the difficulties in the way. But, once over this mountain range, we find a country resembling the more level portions of Pennsylvania. The transportation from these uplands has hitherto been by the slow, expensive and painful means of mules, down steep narrow paths which cannot be found out of South America and Spain and Thibet. The tunnel of Mendez pierces this mountain range, and will be, when finished, 7,200 Portuguese feet, which are equivalent to one mile and a half English. Up to the 1st of April, this year, 180 feet had been excavated at the southern entrance, and 190 feet at the northern, (in all 370 feet;) and besides this, three immense shafts have been sunk at different places from the summit of the mountain, so that a steam engine is enabled to pump off thousands of gallons of water, which, otherwise, would greatly impede the laborers in the horizontal works. The tunnel is wholly made through a rock which the Italians call *granitilho*, which differs from primitive granite in being more friable, and more easily affected by powder. The contractor says that he will soon be in condition to have his forces disembowel the mountain at the rate of 45 or 50 feet per month, which would ensure the completion of the tunnel in less than two years.

Turning to the north we find, 800 and 1,200 miles away from Rio de Janeiro, the Bahia and San Francisco and the Pernambuco and San Francisco Railroads. They have the same end in view, *i. e.*, to tap the present and future commerce of the rich valley of the San Francisco and the intermediate region. If any one will examine a map of Brazil, he will see the very great importance of these two railroads. The river San Francisco, which is as large as the Volga, falls into the ocean near ten degrees of south latitude, but for nearly three hundred miles from its mouth is interrupted by a series of rapids, ending with the falls of Paulo Alfonso, an immense cataract over which the river madly plunges. This interruption to navigation ceases near a point called Joazeira, which will be found clearly indicated in the map already referred to. Now above Joazeira, to the mouth of Rio das Valhas, in the Province of Minas Geraes, there are, on the San Francisco alone, seven hundred miles of direct steamboat navigation, and when we consider the various affluents, there must be more than as many more miles. In fact, the San Francisco is the largest river emptying into the Atlantic between the La Plata and the Amazon. It rises in the rich province of Minas Geraes, and waters the fertile soil of the important provincial divisions of Bahia, Pernambuco, Sergipe and Alagoas—the very garden of the Brazilian Empire. The cities of Bahia, San Salvador (130,000 inhabitants) and of Pernambuco (80,000), are contending for the trade of this basin. Both have planned railways to Joazeira, and both have some miles in running order, but great energy will be required to push these roads through the distance of more than three hundred miles. Such, however, is the necessity for these iron ways, through a most fertile tract of country, (where, as on the Pernambuco road, one may count in 70 miles three hundred sugar plantations,) that their completion is only a question of time.

The San Paulo Railway, all of whose stock has been taken, and the money obtained in London, will lead from Santos (a hundred miles or more south of Rio) to the city of San Paulo, the capital of the flourishing province of the same name. Its ultimate terminus will be further inland. Santos is the port for the great coffee region of Southern Brazil, and there is no doubt, from the prosperity of the Province of San Paulo, and the great demand for her productions, that the railway will be a profitable one. San Paulo would be an excellent portion of the empire for Americans to establish themselves for the cultivation of Indian corn, &c.

The Brazilian Government guarantee a certain per cent. to the stockholders of all, or nearly all, of these railroads. The enlightened policy of the intelligent head of the empire, and the peace, which is the normal condition of Brazil, speak much for the advance of that country, and make it stand out in bold contrast with the ever-heaving, revolutionizing, Spanish-American Republics.

Of other railways in South America, there is a short one in operation in the Province of Buenos Ayres, and another of a few miles is projected from the city of the same name to a navigable point for large vessels on the La Plata. In Chili, through the far-seeing policy of Wm. Wheelwright, Esq., an American, originally from Newburyport, the first railroad of any length in South America was opened. This is the important Copiapo Railroad, which is situated in one of the richest mining districts in the world. The second railroad (of which now many miles are opened) is to connect Valparaiso and Santiago, the capital of Chili. This road will do much to develop and enlighten the best of the Spanish Republics. In Pern there is but one little railway, leading from Callao to Lima, a distance of seven miles. We believe that these comprise, with the Panama Railroad, the ironways of South America, although we have a faint impression that one has been projected in English Guiana. Railroads on the Pacific coast will always be difficult of construction, but in the Argentine Confederation and the Empire of Brazil the natural difficulties are no greater than in our own land.

Henderson and Nashville Railroad.

We learn from the Henderson (Ky.) *Mail*, that work has been commenced upon this road, a large force being enjoyed in preparing the road bed for the ties and rails. A large supply of chairs and spikes have already been delivered, and more are daily expected. The *Mail* says:

It is perhaps already pretty well known that Todd county has voted a tax in favor of the road; a vote will be taken in Christian county on the first Monday in August to get the sense of the people in regard to assessing a tax to pay for the construction of this road through that country; and we are creditably informed that there is not the least reason to doubt but that a tax will be voted for by a large majority.

General Railroad Intelligence.

The Morris Canal is 102 miles long, beginning on the Delaware river opposite Easton, and ending on the Hudson river at Jersey City; the rise and fall between its levels is 1,674 feet; its summit level is 915 feet above tide-water; from the summit to the Delaware river the descent is 759 feet; of its total rise and fall, 235 are overcome by locks, and 1,439 feet by, we believe, 22 inclined planes.

The long pending negotiation with the European holders of the mortgage bonds on the Northern Cross Railroad of Illinois, on the part of the Chicago and Burlington Company, who lease the line, is finally brought to a close. The settlement is substantially as follows: The Chicago, Burlington and Quincy road assumes $1,200,000 first mortgage bonds, substituting their own 4½ per cent. debentures, interest payable at Frankfort, O. M., for the original 8 per cent. bonds; the overdue interest on the latter, now amounting to about 20 per cent., being waived by the holders. The Northern Cross road is one hundred miles long, extending from Galesburg and Quincy, and has an entire incumbrance of $20,000 per mile, the above $1,200,000 first mortgages, and a second lien of $800,000.

The Baltimore *Sun* says that proceedings have been instituted in the United States District Court, in the names of one or two private stockholders of the Baltimore and Ohio road, residents outside of the State, with the view of procuring a further injunction upon the balance of the dividend not yet paid out. The Judge (Giles) being absent, has fixed the case for a hearing on the 13th of August, and notice having been served to this effect, the company suspend further payment of interest or issue of scrip until the hearing is had.

The publication of the "points" upon which the Canal people hope to recover five millions of the New York Central road, says the New York *Express*, relieves its shareholders from all anxiety, and convincing them that it is a stock jobbing movement. If the road is to pay five millions for the privilege of taking freight at low rates, it has a counter claim quite as strong upon somebody for the one cent. extra per mile upon passengers, which it had a right to demand. This company, so far as tolls and fares are concerned, has been just to the public, and cannot in equity be required to return tolls from which they were relieved in good faith.

The Lynchburg *Virginian* says that arrangements have been perfected by which cotton will be transported over the railways from Memphis to Lynchburg, and via the Alexandria and Lynchburg Railroad through Alexandria to New York in the steamers of the New York and Virginia line. It is believed that before the end of this year one hundred and fifty thousand bales will take this route to New York. This vast amount of tonnage will add immensely to the receipts of the roads of the line. One hundred and fifty thousand bales—the number which it is supposed that will take this route—will give the vast amount of seventy-five millions of freight. The price fixed on a bale through is, we believe, $3.50—the aggregate of which on 150,000 bales would be $525,000, which is a sum not to be lightly thought of by any means."

The ceremony of breaking ground on the Kansas end of the Pacific Railroad, took place on the 25th ult. The occasion was most appropriately celebrated by salutes, bonfires, barbecue festivities, and speeches from the most prominent and thorough-going railroad men of the West, including Mayor Waughs, Col. Doniphan, Col. Gilpin, Mr. Taylor, President of the road, ex-President McPherson, Gov. Roberts, of Kansas Territory, and many others. It is estimated that there were at least ten thousand people on the ground, all of whom were enthusiastic over the great work.

The Albany *Journal*, of 31st ult., says: "There was an adjourned meeting of railroad officers at Saratoga Springs on Saturday. Among those present we noticed Mr. Garrett, of the Baltimore and Ohio; Mr. Thomson, of the Pennsylvania Central; Mr. Brydges, of the Canada Great Western; Mr. Chapin, of the Massachusetts Western; Mr. Rice, of the Michigan Central; Mr. Osborn, of the Illinois Central; Mr. Marsh, of the New York and Erie; Mr. Vibbard, of the New York Central, &c. The Convention resumed the question of freights, and occupied the day in revising their tariffs, reaching finally a result satisfactory to all. Freight upon all these trunk lines will be immediately raised and maintained. The rates fixed are remunerative. Working, as it is reasonable to expect, up to these rates during the year, railroad property will prove a less ruinous investment that it has been for three or four years past. Western roads, if honestly managed, may now hope to resume the payment of dividends."

The Panama *Star*, of 4th ult., learns that "the Congress of Costa Rica has voted $10,000 for a survey of the Atlantic coast, in the hope of discovering a secure harbor. Mr. Thomas F. Meagher (for A. W. Thompson and associates) has concluded a contract with the Government for the construction of a railroad between Boca del Toro and Punta Mala; the privilege is for ninety years. It is thought that Congress will confirm the concession with certain modifications. A motion was in second debate before the Congress to annual the yearly subsidy granted by the Mora administration to the Panama Railroad Steamship Company. The railroad grant made by Mr. Farrer for a road from Punta Arenas to San Jose, has also been repealed."

Mr. Kennard, the English engineer of the Atlantic and Great Western Road, says: "I expect within a few days to receive orders to start the work on the Ohio portion of the line. I have the satisfaction to state, from practical experience, that the estimates I have made are sufficient, both as to amount and time, and should the instructions to which I refer arrive as expected, I see no reason why the Atlantic and Great Western Railway may not reach Akron early in 1861, and Dayton within the same year."

The Attica *Ledger* says an effort will be made to have the Evansville and Crawfordsville Road extended northward from Rockville to Attica. The Legislature some three years ago, gave the company owning the charter of the road the power to make Attica the northern terminus of the line, if it was deemed expedient or advisable to do so.

A new company has been organized, under the name of the "Northern Illinois Railroad Company," who propose to extend the Racine and Mississippi Railroad, now finished to Freeport, to Savannah, on the Mississippi River. Dr. C. Martin has been elected President.

The ordinance of the Baltimore Common Council to endorse $500,000 of the bonds of the Western Maryland Railroad has been approved by the Mayor. The ordinance, provides that $500,000 of the dividend bonds of the Baltimore and Ohio Railroad be set aside to meet any contingency which may arise in the prompt payment of the interest of the bonds endorsed.

There is a dispute as to which of the two Receivers of the property of the Milwaukee and Horicon Railroad Company—who have lately been appointed—are entitled to possession. The *Berlin* (Wisconsin) *News* says that Mr. Ward, now in possession, was appointed by the United States District Court for the purpose of satisfying a judgment obtained in that Court in December, 1858, by Joseph B. Fielin. Mr. E. B. Wolcott is the other Receiver, appointed by the State Court under a judgment obtained by Mr. H. Gelpcke.

The Norfolk *Day Book* says that "the result of the recent railroad conferences at Old Point and Lynchburg has been to reduce freight of all kinds to the same rate, via East Tennessee, Virginia and Tennessee, Southside and Norfolk and Petersburg Railroads, as charged from Savannah coastwise to New York. The effect of this arrangement will be to place cotton on our wharves for $3.50 per bale from Memphis, and will give all that article intended for foreign shipment an advantage of sixteen days over the New Orleans market. In other words, cotton shipped from Memphis to Europe, via Norfolk, will reach Europe as soon as it now reaches New Orleans."

Since the 1st of July, the city authorities of Cincinnati have paid the interest on six hundred thousand dollars of Ohio and Mississippi Railroad bonds, on one hundred and fifty thousand dollars of Eaton and Hamilton (Hamilton, Eaton and Richmond), bonds, and one hundred thousand for the Covington and Lexington.

It is proposed in Prince George's county, to run a branch of the projected Baltimore and Potomac Railroad from Marlboro' to some point opposite Alexandria, on the Potomac shore of Maryland. Mr. Oden Bowie publishes a card in the Marlboro' *Advocate*, strongly advocating the construction of the branch.

The Milwaukee *Sentinel* says the rolling stock of the La Crosse road has been increased fifty per cent. over last year, and all the facilities of their extensive shops in Milwaukee are now in active operation, turning out new freight cars at the rate of four per week, and putting old ones in good order. They have recently purchased three locotives and fifty freight cars, and have already built twenty-five cars at their own shops.

Columbus and Xenia Railroad.

This company is now building a large Freight House at Columbus, a new Station House at West Jefferson, will erect permanent stone or iron bridges over Darby and Deer Creeks within the next year, and an extension of the double track from Columbus some miles west, will soon be required. Construction upon a prosperous road must go on as its traffic increases, and like increased facilities for doing business on the streets of a prosperous city, is an inexorable demand upon its income or upon its capital. With the large income of the Columbus and Xenia Company these improvements might be made from current earnings without trenching upon the usual dividend of eight per cent. per annum. But the floating debt of the Company, which consists of construction bonds, amounting in the aggregate to about two hundred thousand dollars, fall due in December, 1860-61-62 and '66, and must of course be promptly met. This is all the indebtedness of the company. Under these circumstances we understand the Board of Directors have determined to retire their outstanding bonds and also provide a fund for some of the present improvements contemplated, as well as such as may from time time hereafter be required, by the issue of six per cent. bonds, payable in New York in 1890, and secured by first mortgage. The Board limit the amount to be negotiated at this time to one hundred thousand dollars, which will cover the bonds due in December, 1860, and build a stone bridge over Darby Creek. The ultimate issue under any circumstances is limited to five hundred thousand dollars; this amount will so far cover all permanent improvements and new structures which may be hereafter required, as to insure beyond any contingency an eight per cent. dividend, and under ordinary circumstances a surplus as a sinking fund. Indeed the contract of union between this company and the Little Miami, requires real estate and all permanent new structures and improvements, to be made by such company from individual means after paying dividends.

The Board of Directors of the Columbus and

Xenia road have, therefore, adopted a policy just to stockholders by turning their floating construction bonds and permanent construction expenditures hereafter incurred, into a funded debt. Three hundred thousand dollars will pay for all the improvements at present contemplated, and also the bonds now outstanding. This is a small sum when compared with the income of the road. This by the way, has been, for the last six years, as follows:

	Gross Earnings.	Net Earnings.
1854	$340,781 37	$168,949 29
1855	356,366 53	151,368 89
1856	419,245 00	197,721 62
1857	403,755 69	145,060 44
1858	414,590 01	170,795 91
1859	438,414 24	153,767 86

It will be observed that the earnings of this company have increased, notwithstanding the failure of crops, competition for traffic, and the reduction of rates, the gross earnings being last year larger than ever before. The present year, so far, shows an increase over the corresponding period of 1859, although the freights of the Ohio and Mississippi, and about half its passengers have, since the contract with the Cincinnati, Hamilton and Dayton Co., been carried by way of Dayton and Xenia, in pursuance of the policy which dictated that contract.—*Cin. Com. 25th.*

Central Railroad of New Jersey.

The following is an abstract of the statement of this company for the six months ending June 30, 1860:

	1860.	1859.	Increase.
Receipts	$568,837.03	448,174.80	120,662.14
Expenses	225,356.06	178,236.66	47,119.40
Net earn'gs	$343,480.97	269,938.23	73,542.74

Coal tonnage.	1860.	1859.	Increase.
Lackawanna	274,258	200,284	73,974
Lehigh	132,234	70,642	61,592
Total (tons)	406,492	270,926	135,566

CONDENSED BALANCE SHEET, JULY 1, 1860.

Capital stock		$3,630,000 00
Less 80 per ct. on 375 scrip shares.		30,000 00
		$3,600,000 00
Bonds, 1st mortgage		1,500,000 00
Bonds, 2d "		600,000 00
Interest fund; interest accrued not yet payable		50,750 00
Dividend No. 12, payable July 12		180,000 00
Net earnings	$343,480.97	
Less Int. acct.	123,552.96	
Less Div. do.	180,000.00	
	303,552.96	
		39,928 01
		$5,970,678 01
Railroad, 64 miles, (48 being double track)		$4,482,311 55
Land on wharves at Elizabethport		288,548 32
Station houses, shops, &c.		134,018 78
Engines and cars		462,500 00
Ferry interest and boats		246,650 00
Property accounts		132,332 80
Cash balances, &c.	$268,849 07	
Less accounts payable.	44,532 01	
		224,317 06
		$5,970,678 01

The net earnings for the six months are thus shown to be $343,480 97. After deducting the balance of the interest account, including the interest accrued on the bonded debt but not yet payable, there remains as a dividend fund $219,928 01, equal to 6 per cent. on the increased stock. Out of these earnings the board declared and have since paid a dividend of five (5) per cent. for the six months ending June 30. The dividends will hereafter be made quarterly, on or about the 15th day of October, January, April and July.

Since the annual report of January 1st, the bonded debt has been reduced $900,000 by the direct conversion into stock of that amount of second mortgage bonds, under the privilege which expired June 30th. All other debts, $245,000, outside of the first and second mortgage bonds and the ordinary accounts current were extinguished by an arrangement with the holders of second mortgage bonds, which otherwise would have been presented for conversion, by which such bonds were exchanged for these debts, and the latter were presented for stock and extinguished in place of the former, the interest being so adjusted as to make the result to the company in every respect precisely the same. It this way a larger bonded debt was left in existence, but all other liabilities were extinguished, and any necessity for a further issue of stock obviated. By these operations, and by the receipt of $58,000 on the scrip stock, the capital stock has been increased $1,188,000. The debt has been reduced $1,145,000, and will be further diminished $100,000 on the 1st of August, by paying of that amount of first mortgage bonds, leaving the debt $2,000,000.

Railroad Earnings.

Subjoined is the report of Joseph W. Alsop, Esq., Receiver of the Ohio and Mississippi Railroad Company, for June, 1860:

To balance on hand from May acc'nt		$21,048 65
RECEIPTS.		
From U. S. Mail service to 31st March.		$9, 301 85
" Passengers and freight earnings in May		$18,036 96
" Adams' Express		3,037 50
		$30,376 31
" Passengers of June earnings	$32,331 28	
" Freight do.	18,740 05	
		51,071 33
" Other sources		5,897 33
Total funds		$108,393 62
DISBURSEMENTS.		
On account 1st mortgage bonds coupons of January 1, 1860.	$5,005 00	
Interest and discounts	567 46	
Office and other expenses	666 29	
Charges advanced on acc'nt with other roads	3,519 48	
On account of current operating expenses and construction in May	63,111 22	
On account of former arrearages prior to May 1st	630 35	
On account of June current expenses	1,869 81	
		75,389 11
Balance on hand carried to July acc't.		$32,004 51

From the report of Wm. K. Bond, Esq., Receiver of the Cincinnati, Wilmington and Zanesville Railroad, we learn that the gross earnings for June were $14,019 30
And the disbursements $14,467 88

Excess of disbursements $448 58

The cash receipts were $17,062 73. The liabilities contracted by the present receiver, and remaining unpaid, $13,128 91. The debts due the road, which have accrued during the receivership, $11,017 63.

The gross earnings of the Panama Railroad Company for June were:

From Passengers	$50,933 00
" Freight, merchandise	42,245 51
" Freight, treasure	11,623 01
" Mail transportation	8,333 34
Total	$113,134 86
Gross receipts for six months ending June 30th, 1860	$860,845 00
Gross receipts for do., 1859	873,795 00

The following is a comparative statement of the freight earnings of the Pittsburg, Fort Wayne and Chicago Railroad for the past four months, with the same months 1859:

	1860.	1859.	Increase.	p.ct.
March.	$108,200 78	$72,124 02	$36,077 76	or 50
April..	99,002 55	54,372 47	44,630 08	or 82
May ..	98,561 66	51,374 96	44,086 70	or 80
June ..	82,909 17	50,982 85	34,926 32	or 57½

The receipts of the Grand Trunk Railway of Canada for the week ending July 14, were $55,393 00
Week ending July 16, 1859 39,401 78

Increase in 1860 $15,991 22
Total traffic from July 1st, 1860 $107,147 37
Same period last year 79,109 72

Increase $28,037 65

Cincinnati Stock Sales.

BY KIRK & CHENEVER.

For the week ending July 30, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	86½	and int.
Covington and Lexington, 1st Mortgage	73	"
" " " 1st "	83	
" " " 2d "	74	"
Ohio & Miss., B D., Construction		
" " 2d Mort.	75	
Indianap. & Cincinnati, 1st Mortgage	85	
" " " 2d do.	75	
Cinc., Ham. and Dayton, 2d Mortgage	85	and int.
" " " 1st "	98	"
Dayton and Western, 1st Mortgage	65	
" " 2d "	45	
City of Cincinnati, Railroad	85	
Indiana Central, 1st Mortgage	75	
" " 2d "	70	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 75½
Columbus and Xenia	83½
Indianapolis & Cincinnati	41
Little Miami	84
Ohio and Miss. R. R. Trustees Scrip	12
Ohio and Mississippi	1½
Farmers' Bank of Ky., Ex Div.	121

Louisville and Nashville Railroad.

From a pamphlet recently published by the officers of the Louisville and Nashville Railroad, we learn that the indebtedness of the main line of this road is as follows:

First mortgage 7 per cent. bonds	$2,000,000
Tennessee State Aid, 6 per cent. bonds.	555,500
Last Sub. Louisville, 6 per cent. bonds, the company agree to pay	1,000,000
Louisville City 6 per cent. bonds for Lebanon branch, company agree to pay	225,000
Lebanon branch income 7 pr. ct. bonds.	175,000
Floating and postponed debt	400,000
Mortgage 7 per ct. bonds for Memphis branch	300,000
Total	$4,655,500

The Directors of this road estimate that the fiscal year ending August 31, ultimo, will exhibit the gross earnings of the main line and Lebanon branch at about $640,000, estimating them for the last four months of the year by the average of the first eight, which was about $2,800 per mile. The first two months of the year there was no through connection to Nashville, as the road was not completed. It is expected that the Memphis branch will be completed to Clarksville, Tenn., by October 1, and through to Memphis by the 1st March. When this is completed, the Directors estimate the earnings of the entire line for the next fiscal year, at $810,000, or $3,000 per mile per annum. The road has heretofore been operated for a fraction less than one-half the gross earnings, and it is estimated that it may hereafter be operated for one-half the earnings. The line is under the careful and capable management of JNO. B. ANDERSON, late of the Pittsburg, Fort Wayne and Chicago road. The length of the main line is 185 miles, of the Lebanon branch 37½, and of the Memphis branch 47½, being an aggregate of 270 miles.

Railroads of the State of New York.

(Continued rom p. 653.

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1858.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Albany Vermont and Canada	439,005			439,005	2,010,634	32.95	54,382	24,694	5,044	84,120	72,905	11,215	*nil.*	*nil.*
Albany and West Stockbridge	1,000,000	1,289,934		2,289,934	2,289,934	38.00						135,395	60,000	6
Black River and Utica	804,648	662,500	52,570	1,519,718	1,284 514	37.53	34,207	23,529	2,788	60,524	28,092	32,432	*nil.*	*nil.*
Blossburg and Corning	250,000	220,000		470,000	496,661	14.81	2,677	20,511	366	23,554	23,554		12,500	5
Brooklyn City	1,000,000			1,000,000	1,038,840	19.95	385,292		9,735	395,026	288,771	106,255	80,000	8
Brooklyn and Jamaica	284,000	85,000		369,000	369,000	11.00						83,300	25,636	9
Buffalo and New York City	379,568			379,568	379,568	78.00	128,563	283,738	17,452	429,753	301,632	128,121	*nil.*	*nil.*
Buffalo, New York and Erie	680,000	2,409,594	164,938	3,254,532	2,975,325	142.00							"	"
Buffalo and State Line	1,913,000	1,049,000	172,378	3,134,378	2,772,987	68.34	423,687	400,748	15,681	840,116	480,507	359,609	108,000	6
Cayuga and Susquehanna	687,000	426,000	7,402	1,120,402	1,095,600	34.61	13,565	44,029	1,827	59,421	54,328	4,093	30,915	4½
Chemung	380,000	70,000		450,000	450,900	17.36						30,000	22,800	6
Eighth Avenue	800,000			800,000	756,142	5.09	338,410			338,410	177,754	160,656	96,000	12
Elmira, Canandaigua and Niagara F.	48,000	300,000		348,000	348,000	46.84	12,156	4,947	886	17,989	11,947	6,042	*nil.*	*nil.*
Flushing	133,132	236,500	38,418	408,045	308,891	7.80	30,000	2,500	500	33,000	33,000		"	"
Genesee Valley	59,374	38,500	23,404	120,278	91,889	0.00							"	"
Hicksville and Cold Spring	27,820	17,190	252	45,263	45,263	4.00						3,168	1,946	7
Hudson and Boston	175,000			175,000	175,000	17.33	13,054	42,910	2,243	58,207	47,367	10,840	10,500	6
Hudson River	3,758,466	8,842,000	455,003	13,055,469	11,328,989	144.00	1,042,866	544,369	49,177	1,636,412	1,041,773	594,639	*nil.*	*nil.*
Long Island	1,852,715	639,497	13,765	2,505,977	2,566,270	86.50	185,197	121,065	14,327	320,589	174,215	146,374	"	"
New York Central	24,182,400	14,402,634		38,585,034	30,732,517	555.88	2 532,646	3,700,270	295,496	6,528,412	3,485,292	3,043,120	1,919,564	8
New York and Erie	11,000,000	26,438,016	732,257	38,170,273	34,058,632	465.00	1,182,258	3,843,311	126,047	5,151,616	4,065,041	1,086 575	*nil.*	*nil.*
New York and Harlem	5,717,100	5,151,287	147,641	11,016,028	7,946,316	132.87	462,556	448,301	69,996	975,853	617,061	258,792	"	"
Niagara Bridge and Canandaigua	1,000,000			1,000,000	3,210,616	100.21						18,000	18,000	6
Niagara Falls and Lake Ontario	188,620	200,000	36,717	425,337	425,337	13.15							*nil.*	*nil.*
Ogdensburg (Northern)	3,077,000	1,494,900		4,571,900	4,788,791	121.75	71,599	323,766	15,341	410,806	283,794	127,012	"	"
Oswego and Syracuse	396,340	197,000	16,415	609,755	761,380	35.91	59,984	51,731	4,281	115,996	54,649	61,347	37,097	8
Plattsburg and Montreal	174,042	300,000		474,042	349,775	23.17				22,276	20,687	1,589	*nil.*	*nil.*
Potsdam and Watertown	663,077	818,500	180,138	1,661,715	1,587,028	75.36	50,119	38,428	5,838	94,385	49,672	44,713	"	"
Rensselaer and Saratoga	610,000	140,000		750,000	900,550	25.22	115,088	66,088	27,046	208,222	151,314	56,908	18,300	3
Rochester and Genesee Valley	555,450	150,000	30,417	735,867	653,539	18.45	24,625	11,082	1,573	37,280	3,514	33,766	*nil.*	*nil.*
Sacketts Harbor and Ellisburg	167,486	278,400	56,810	502,696	389,170	18.50				16,000	16,000		"	"
Saratoga and Schenectady	300,000	86,500		386,500	480,684	21.50			30,198	30,198	718	29,480	7,500	2½
Saratoga and Whitehall	500,000	395,000	5,455	900,455	895,422	47.52	77,088	54,140	8,160	139,388	135,214	4,174	*nil.*	*nil.*
Second Avenue	627,200	350,000	30,000	1,007,200	1,005,403	8.00	225,232		2,225	227,457	117,852	109,605	12,544	2
Sixth Avenue	750,000			750,000	855,957	4.00	280,618			280,618	178,226	102,392	75,000	10
Syracuse, Binghamton and N. York	1,200,180	1,500,000	263,486	2,963,616	2,837,607	80.94	79,873	91,520	6,234	177,627	100,700	76,927	*nil.*	*nil.*
Third Avenue	1,170,000	50,000	40,600	1,260,600	1,378,090	6.00	397,273		5,782	403,055	242,811	160,244	93,600	8
Troy and Bennington	75,350	171,200	1,095	247,645	235,937	5.38			15,858	15,858		15,858	4,521	6
Troy and Boston	568,297	797,500	231,083	1,596,880	1,422,189	27.23	53,813	65,819	5,410	125,042	71,753	53,289	*nil.*	*nil.*
Troy and Greenbush	275,000			275,000	294,731	6.00			16,500	16,500		16,500	16,500	6
Troy and Rutland	249,939	100,000		349,939	349,939	17.27						21,000	*nil.*	*nil.*
Troy Union	30,000	680,000		710,000	732,114	2.14			50,260	50,260	50,260		"	"
Union (Ramapo)	50,000			50,000	50,000	0.25			3,500	3,500		3,500	"	"
Union (Syracuse)	100,000		33,983	133,983	133,983	1.25						8,039	6,000	6
Watertown and Rome	1,498,400	688,500	80,750	2,267,650	2,159,295	96.76	138,227	235,237	18,509	391,973	232,667	159,306	44,952	3
Total	69,797,559	70,675,052	2,809,962	143,282,573	129,357,509	2,715.57	8,415,055	10,476,833	828,320	19,758,484	12,613,052	7,238,417	2,702,875	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	.....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	20.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	.....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.0	.....	446,153	211,880	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	.....	.....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	248,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	.....	.....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	.....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	—	.....	.....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,950	738,538	750,000	—	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	.....	.....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8	.....
31 Mar. '58	50.0	7.0	.....	—	.....	.....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	45.1	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	.....
30 Apr. '58	—	—	.....	—	.....	.....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	.....	227.0	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- '59	30.0	—	.....	133.5	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,616	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	332,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	.....	.....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	85
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
-- -- '58	138.0	—	.....	75.0	.....	.....	.....	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	80
10 Nov. '58	33.2	—	.....	—	.....	.....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	74
-- -- '57	175.0	—	.....	—	.....	.....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	77½
-- -- --	—	—	.....	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- --	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Mar. '60	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	.....	.....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	40.0	.....	—	.....	.....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,320	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	.....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	.....	.....	.....	Lexington and Danville	765,500	*	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	.....	.....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	.....	—	.....	.....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,184	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	.....	70.2	.....	.....	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	.....	.....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,950	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '58	21.0	—	.....	168.0	.....	.....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,334	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	.....	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.186	281,929	89,766	—	.....	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	308,413			180,000	143,678	.....	.....						.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	98
31 May, '59	67.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....		.....
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,821	—	70
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	224
								MASSACHUSETTS.														
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	104
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	640,372	860,119	394,475	8	109½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	108
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	511,525	7	108
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,469	120.7	426,161	693,409	325,805	—	81
30 Nov. '59	19.9	1.3	3.6	—	.....	.....	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	110½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	96½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,057	—	104½
30 Nov. '59	8.6	—	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,888	22,531		—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700			448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	.....	.....	.....	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	59½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	19
-- -- --	—	—	—	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,209	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	...	*North Missouri*	5,396,527	235,994		2,620,000	3,260,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,208,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	...	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	...	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	18	11	289		Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,092,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32.618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000			200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205						525,205	ope	r. by Eas	tern Ma	ss.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30.960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000			863,400	33,900	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	100
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303.393	1,282,380	53.8	53.170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268.657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,616	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	299,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	436,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	176,000	5,580,981	64.0	488.871	870,954	520,672	10	120
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		*	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	133
30 Nov. '59	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794	.....	56,582	.....	.....	.....	15,244	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085					—	.....
30 Sep. 55	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,000	50,000	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,962	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,309	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'n)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	57
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	.....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,196	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	83½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	24
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	16½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	847,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottedam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,989	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	236,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	—	—	—	—	—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,686	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	90½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,073	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	89
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	3	82½
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,300	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	85
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	874,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,760	—	.....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	.....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	64
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & R.	.....	—	.....
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	62½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,820	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	77½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norristt'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,345,816	—	43
30 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	.....
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,736	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	437,499	6	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars Passenger.	Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	11.0	.....	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147.231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	25,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,068	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	776,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,178	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	31 0,199	3	.....
	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 9	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,305	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	161	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	.....	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	70
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793.200	.....	1,308,864	23.7	47.324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	.....	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36.188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	75.8	—	—	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316.879	285,532	6,225,015	97.6	.....	288,297	157.571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,065	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201.408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644.000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	7
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	137,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,051	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,280,160	13	128

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1860	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	57½
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	88½
" "	700,000	6	1880	87
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96¾
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	604,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,525	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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------	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	91
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	67½
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	102½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	86,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	1881	----
2d Mortgage (convertible)	757,000	7	------	73½
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
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------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	100½
3d Mortgage	1,840,000	7	1875	91½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	95
Construction	4,115,000	6	1875	95
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	60
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	79
2d Mortgage	400,000	7	------	74
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	40
1st Land Grant (Western Div.)	4,000,000	†	------	26
2d Land Grant (Western Div.)	353,600	†	------	26
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	85
1st Mortgage (convertible)	500,000	8	------	97½
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	7†	1857	----
Northern Indiana	985,000	7†	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80½
2d Mortgage	2,175,000	†	1877	48
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	52½
1st Mortgage (convertible)	1,250,000	8†	1877	52½
South-West Branch	350,000	8†	1866	52½
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	578,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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------	-------	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
------	-------	---	------	----
------	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	101½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	101
3d Mortgage (convertible)	6,000,000	7	1871	47
4th Mortgage (convertible)	3,729,000	7	1880	69
5th Mortgage	1,277,000	7	1883	94
Unsecured (convertible)	2,618,000	7	1871	50
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	50½
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	99
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,095	†	------	----
Construction	4,637,920	†	1858	16
Income	3,591,195	†	1958	----
Ohio and Mississippi (Ill.):	-------	---	------	----
------	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	6	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
------	-------	†	------	----
Peru and Indianapolis:				
------	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,863	6	1860	100
Mortgage (convertible)	886,000	---	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1856	71½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and L.)	1,000,000	---	1872	----
2d Mortgage (O. and L.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	850,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	76
2d Mortgage (convertible)	2,000,000	7†	'68–'70	46
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	83
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	336,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending August 1, 1860.

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 31.	W. 1.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101½	----	102½	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
STATE STOCKS:—						
California 7s	89½	89⅝	89⅝	89½	90	90½
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	104½	104½	----
Louisiana 6s	----	----	----	----	----	97½
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	81½	81½	81⅝	81½	81½	81½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	97	96¾	96¾	----	97	96¾
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90½	----	90½	90½	90½	90
Virginia 6s	91½	91	----	91	91½	91½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	80	80⅜	82	84	84	85
Chicago and Rock Isl.	75½	75⅝	76½	76⅞	77½	79
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Ashl.	----	----	----	----	----	115
Clev. and Pittsburg	----	9⅞	10	10	10	10½
Clev. and Toledo	37	37⅛	37⅜	37⅜	38	39½
Del., Lack. and West.	95	----	96	96	----	95
Galena and Chicago	71	71⅛	72	73½	72½	74
Hudson River	57½	57⅞	57½	57½	58	57
Illinois Central	----	----	76	----	----	77
Indianapolis and Cinc.	----	----	42½	----	----	----
Michigan Central	55⅞	57½	58½	59½	60	60
M. S. and N. I. guar'd	39	39½	40	40⅜	44	44½
M. S. and N. I.	18⅜	18⅜	18½	18½	19	18⅜
Milwaukee and Miss.	9	----	----	8½	10	12
New Jersey Central.	----	----	----	----	----	----
New York Central	83½	83½	84	84	84	83½
New York and Erie	22½	22⅜	23½	23⅜	24	24½
N. York and Harlem	16½	17	17½	16⅞	17	17½
N. Y. and H. "pref."	42½	43½	43⅜	43½	44	45
Panama	126½	127½	126½	127	126½	126½
Phila. and Reading	44½	44½	46½	49½	48½	48
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	63	63	63	----	61½	62½
" " 2d M.	35½	36	36	----	35	35
Cl. & Tol. S. F. 7 p.c. '85	----	----	79	79	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	102	102
Gal. and Ch. 1 M. 8 p.c. '63	----	99½	----	99½	----	----
" 2M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	73½
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	105	----
" 2M. 7 p.c. '60	----	----	----	101½	----	101½
" 3M. 7 p.c. '75	----	92	----	92	92	92
Illinois Centr. 7 p.c. '75	95	----	95½	95½	95	95
" " 6 p.c. '75	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	98	97⅜
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	85	----	----
" " 2d M.	65	----	----	67	----	69
" " S. F.	----	----	----	----	----	81
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	85	82
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83.	94½	----	----	95	95	----
" 1 M. 7 p.c. '64	----	----	----	----	101½	104
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	103	102½
" 2 M. 7 p.c. '59	101½	101½	----	----	----	101
" 3 M. 7 p.c. '71	----	----	----	----	----	----
" 4 M. 7 p.c. '80	80	----	----	----	----	----
" 5 M. 7 p.c. '83	75	75	----	75	75	----
" conv. 7p.c. '62	50½	----	----	----	----	----
" " 7p.c. '71	----	----	50½	50½	50	----
" S. F. '75	----	----	----	----	----	51½
N. Y. & H. 1 M. 7p.c. '73	99⅜	99¾	----	99½	----	100
" 2 M. 7p.c. '64	100	----	----	----	----	----
" 3 M. 7p.c. '67	83	83½	83½	----	----	----
Penn. 1 M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	102½	----	102½	----	102½	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	100	100	100	100	100	----
Merchants' Exch. Bank	98½	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Phœnix Bank	----	----	----	----	----	----
Commonwealth Bank	----	----	----	97½	----	----
Metropolitan Bank	----	----	----	----	----	113
Shoe and Leather B'k	----	----	----	----	----	----
Ocean Bank	----	----	100	----	100	
MINING STOCK:—						
Pittsburg	55	55	55	56	55½	----
Rockland	26	26	25½	26	26	25
Columbian	----	----	----	3	----	----
Minnesota	80	76½	76½	80	80	----
Isle Royale	15	15½	14½	14½	13½	14
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96½	96½	96½	96½	96½	96½
Cumberland Coal Co.	15	15	----	----	15	14½
Penn'a Coal Co.	85½	86½	----	----	86½	----
Pacific Mail S. S. Co.	----	85½	----	86	----	85½
Canton	----	20	20	----	----	----
Brooklyn Water W's	----	----	102½	----	102½	----

The following are the closing prices in the London Market on the 24th July:

United States 5 p. c. red. '74	92¼	to	93
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	82	to	83
Do. do. Fr. L'd red. '60.	92	to	94
Do. $100 shares, $75 p'd.	42	to	40
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	87	to	88
Do. do. 1st mortgage (sinking fund), 1882	87	to	89
Do. $100 shares	46	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	62	to	64
Do. $100 shares	9	to	13
New York Central, 6 per cent. (sinking fund) 1883	84	to	85
Do. 7 per cent. 1864	92	to	93
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	74	to	76
New York and Erie 1st mortgage 7 per cent. 1867	89	to	90
Do. 2d mortgage, 1859	85	to	87
Do. 3d do. 1883, assented	78	to	80
Do. Bonds, 1862, '71, '75 do.	45	to	48
Do. Shares, assented	18	to	19
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, August 4, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

New York Central Railroad.

The people of New York are in many respects a very curious set. One would naturally suppose that all classes would cherish and protect with sedulous care the authors of their prosperity—the public works of the State. Among the most valuable of these is the New York Central Railroad. The cities of Philadelphia and Baltimore both claim a decided advantage over New York on the score of geographical position—in lying nearer to the districts from which the commerce of all is in a great measure derived. The New York Central Railroad neutralizes this advantage in the energy and ability with which it is managed. Distance is measured by the time necessary to overcome it. By this test the city of New York is as near any point in the West as is Philadelphia or Baltimore.

Is this advantage purchased by any sacrifice whatever? None that we ever heard of. Every year are the charges on freight, and the time required for its transit, reduced. This is the very climax of excellence of railway management as far as the public are concerned. As regards the Central Railroad, its stockholders make no complaints that their dividends are not satisfactory.

With these premises, which no one will dispute, it would seem hard to find cause of offence. It certainly cannot be a public one—as with this road the rule is, rapid movement, low rates, and good dividends. The grievances, if any exist, must be private ones—in other words, parties are attacking the road with no other object but plunder, or to promote some selfish end. Last year the Canal forwarders sought to lay a heavy tax upon it, as the means of putting a corresponding sum into their own pockets—to add largely to the cost of transportation on every ton of merchandise coming to

New York, as a mode of increasing their own gains. Foiled in this, an attempt is now to be made to compel the company to pay into the Treasury of the State some fabulous millions, being the amount of canal tolls released many years ago. We presume there is not a pretence that such a claim can be sustained. It is alleged that the canal revenues were pledged by the Constitution of the State for specific objects, and that the tax imposed upon railroads were revenues of the canal! Such is the stretch of reasoning upon which the present claim is based. Were the revenue once derived from the railroad so pledged, only one party, the *creditors* of the State, the holders of this alleged security, have any right to complain. We have not heard of any intimation of this kind from them. They are the only persons that can be made parties to the threatened suit.

The object of all these attacks upon the Central can be summed up in a word—plunder. They are powerless now, because fully exposed. The enemies of the road commenced their attacks last year, with a majority of the Legislature in their favor, backed by all the personal and political influence that the Governor could exert. Time was gained, and with it their ignominous defeat. The thorough ventilation of the whole subject left the company in an infinitely stronger position than when the foray upon it was commenced. We take it the threatened suit is the last gun to be fired by the routed and retreating forces.

The Electric Telegraph.

Messrs. TICKNOR & FIELDS, the enterprising publishers of Boston, have favored us with an early copy of a new volume entitled "*History, Theory and Practice of the Electric Telegraph.* By GEORGE B. PRESCOTT, *Superintendent of Telegraph Lines.*" It is dedicated to CYRUS W. FIELDS, Esq., to whose indomitable energy and perseverance Science is indebted for the practical demonstration of one of the greatest achievements of ancient or modern times. The subject is essentially a new one to literature, and hence such a book treating alike of the scientific and practical development is highly acceptable. The American has a pre-eminent right to feel proud on this subject: his countryman was the first to invent the recording telegraph and the instruments furnished by American genius are still the most successful. On these points the work demands justice, and unravels the web of controversy with which the rival claimants to the discovery of the principles involved, have enveloped the truth of history. Otherwise, the general features of the volume are sufficiently detailed in the publishers' advertisement (*which see*). We have also taken the liberty to transfer to our columns the 16th chapter, treating on the practical uses of the telegraph on railroads. The work is abundantly illustrated with wood cuts.

Hannibal and St. Joseph Railroad.

The Cincinnati *Enquirer* states that Mr. J. T. K. Haywood, Superintendent of this road is now at the East for the purpose of negotiating for the iron necessary for laying a branch track from Cameron to Kansas City, a distance of thirty-six miles. About twenty-four miles from Cameron, another branch track will be extended to Leavenworth, a distance of 28 miles. The road-bed is nearly graded for the Kansas City branch, and the design is to have the track-laying completed, so that the road may be put in operation by March next. Kansas City has subscribed $250,000 to the project, and the business men of the place look forward with much interest to the completion of the line.

The Victoria Bridge Medal.

A medal, designed by Wyatt of London, has been struck in commemoration of the opening of the Victoria Bridge, on the Grand Trunk Railway of Canada by the Prince of Wales. On the obverse in relief are the Canadian arms, surmounting a view of the great bridge, and the legend, "The Victoria Bridge Medal—Grand Trunk Railway of Canada. The Victoria Bridge, Montreal. The greatest work of engineering skill in the world, publicly inaugurated and opened in 1860." On the reverse are the English coat of arms, with medallions of Queen Victoria, the Royal Consort, and their son, the Prince of Wales, and the legend, "The Victoria Bridge consists of 23 spans, 242 ft. each, and in center 330 feet, with a long abutment on each bank of the river. The tubes are of iron 22 feet high, 16 feet wide, and weigh 6,000 tons, supported on 24 piers, containing 250,000 cubic feet; extreme length two miles; cost $7,000,000." Copies of the medal in full gold and white metal are for sale at TIFFANY & Co.'s, 550 Broadway, New York.

Western Telegraph Lines.

The Missouri and Western Telegraph Company have extended their line to Fort Smith, on the extreme western border of Kansas, 500 miles southwest of St. Louis, on the Butterfield overland mail route, and is now open for business. This line is a section of the contemplated line to California, by the southern route, and in conjunction with the line nearly finished from San Francisco to Los Angelos, a distance of 500 miles, and the overland mail will furnish a speedy and reliable communication between the Atlantic and Pacific coasts.

The line by the northern route is being rapidly pushed forward, and will be completed to Omaha, in Nebraska, about the middle of August, thence it will be built directly west toward the gold fields of Kansas, and will reach Fort Kearney, nearly 200 miles from the States, on the route of the Pony Express and California mail, by the 1st of November.

Railroads in Texas.

We learn from the *Civilian* that the Houston, Trinity and Tyler Railroad Company have purchased 1,050 tons of iron imported from England, by Messrs. R. & D. G. Mills. Twenty-five miles of the road will be put under contract as soon as the point of connection with the Galveston, Houston and Henderson road is determined upon, which will be some time during the present week.

At a meeting of the citizens of Colorado county, held on the 12th inst., for the purpose of devising ways and means for building a tap road from Alleyton to Columbus, the citizens subscribed $20,000, and the Harrisburg Railroad Company $10,600 toward the work. Only $10,000 more is needed.

The State *Gazette* says, that the Memphis and El Paso road in Texas is now preparing to build a central branch from Jefferson, Cass county, to the terminus of the road in Bowie. It is expected to complete this part in 18 months. We are glad to note this movement. It is just what is needed to give impetus to the building of the Memphis and El Paso road.

Interest on Stocks, Bonds, etc.

The coupons of the 1st mortgage bonds of the Central Railroad Company of New Jersey, will be paid at the Company's office, No. 69 Wall st.

The bonds of the American Iron Mountain Company of Missouri, maturing 31st instant, will be paid at the office of P. Chouteau, jr., No. 35 Broadway.

The Michigan Southern Railroad Company announce that the interest due August 1st on the following bonds will be paid on presentation of the coupons at the Corn Exchange Bank, viz:

On $985,000 Northern Indiana firsts	$34,475
On $1,287,000 Goshen Branch	45,045
On $195,000 Jackson Branch	6,825
On $360,000 Detroit Branch	12,600
Total	$98,945

The bonds of the New Jersey Railroad and Transportation Company, due August 1, will be paid at the Bank of Commerce.

The coupons due August 1st on the 1st mortgage bonds of the Philadelphia and Sunbury Railroad Company will be paid on and after that date at the Bank of Commerce, Philadelphia.

The Fairmount (Philadelphia) Passenger Railroad Company (Race and Vine) have declared a dividend of $2 per share for the past six months, payable on and after Tuesday, August 7th.

The directors of the Fairmount and Arch Street (Philadelphia) Passenger Railway have declared a dividend of $1.50 per share for the past six months, payable August 7th.

The Supreme Court of Alabama has given a decision which affirms the validity of the bonds issued by the city of Mobile to the Mobile and Great Northern Railroad. The right of the city to levy a tax for the payment of said bonds is also sustained.

The State Treasurer of Pennsylvania has arrived in Philadelphia, with the funds to pay the semi-annual interest on the State debt, due to-morrow. The inscription will be paid at the Farmers' and Mechanics' Bank, and the coupons at the Girard Bank.

Insurance Dividends.

The Lamar Fire Insurance Company has declared a semi-annual dividend of four per cent., payable on demand. The Washington Life Insurance Company a semi-annual interest dividend of 3½ per cent., payable August 1. The Beekman Fire Insurance Company a semi-annual dividend of five per cent., payable on demand. The Exchange Fire Insurance Company a semi-annual dividend of 6 per cent. payable on demand.

Bank Dividends.

The Bank of the Manhattan Company has declared a semi-annual dividend of five per cent. payable on the 10th of August. The Nassau Bank of Brooklyn has declared a dividend of four per cent. The Bank of the Republic has declared a dividend of 5 per cent. payable August 13th. The Long Island Bank at Brooklyn pays on demand a dividend of 5 per cent. The Ocean Bank has declared a dividend of 3½ per cent. payable on demand. The St. Nicholas Bank a dividend of 3 per cent. payable August 13. The Newark

City Bank 5 per cent., and the Mechanics' Bank of Newark 5 per cent. The Marine Bank a semi-annual dividend of 3 per cent., payable on the 13th of August. The Brooklyn Bank a dividend of 5 per cent.

Southern Illinois Railroad.

The Cincinnati *Enquirer* says that the iron for the first 25 miles of this road, extending from Vincennes to Mound City, has been procured, and that the track-laying will soon commence. The road-bed is graded for a large portion of the distance, and parties have gone East for the purpose of contracting for the iron for fifty additional miles.

Atlantic and Great Western Railroad.

We regard the completion of the Atlantic and Great Western Road from Little Valley, on the N. Y. and Erie road, to Union Mills, 73 miles, where a junction is made with the Sunbury and Erie road, as a certainty to be realized in the early part of next Spring. And there are the strongest probabilities that the road will be continued over the line located and partially graded several years since, between Little Valley and Dayton, whence, under an existing contract with the Cincinnati, Hamilton and Dayton Co., it will be brought into the Cincinnati Depot of the Ohio and Mississippi Co., by means of a third rail laid in the same manner as that between this city and Lawrenceburg, for the accommodation of the St. Louis wide gauge and the Indianapolis narrow gauge cars. The magnitude of this Atlantic and Great Western enterprise is very imperfectly understood here in Cincinnati, because of the doubt that has heretofore hung over its construction. As these doubts are dissipated by the authentic intelligence lately laid before the readers of the *Commercial* of the vigorous prosecution of the work, and the abundant means which enables the Company to purchase everything with cash in hand, we are more and more interested in this greatest of the Grand Trunk lines, on which Cincinnati is to be a principal point, and over which, a loaded car may pass from St. Louis to the ship's side, at the Long Dock of the Erie Co., in Jersey City. The work is progressing under the superintendence of an English engineer, Mr. KENNARD, of London, whose visit to this city a little more than a year since will be remembered by many of our Railway friends. The work is contracted to be completed at a cost of thirty-three thousand five hundred dollars per mile, and we may presume that in thoroughness of construction its permanent way will more nearly resemble Canadian than American lines. The point (Little Valley Station) on the New York and Erie at which the Atlantic and Great Western commences, is 421 miles from New York, and 1,390 above the level of tide water (Lake Erie being 582 feet above the level of tide water); and, saving the heavy grade to unite with the Lake Shore line, it runs easy grades to Union Mills, in Pennsylvania, 73 miles from the junction with the New York and Erie; at Union Mills it connects with the Sunbury and Erie Railroad, thus giving the New York and Erie direct access to the fine harbor at Erie, on the lake. From Union Mills to Warren is 77 miles; here the Atlantic and Great Western will connect with the Cleveland and Mahoning, and so run direct into Cleveland without change. From Warren to Akron is 47 miles, and then the Erie can receive flour from the Ohio Canal, and deliver it without transhipment to the Long Dock property. From Akron to Mansfield is 65 miles, and here will be the only change of cars between New York and Chicago; the Pittsburg, Fort Wayne and Chicago running from Mansfield direct into Chicago. From Mansfield to Galion, on the Cleveland, Columbus and Cincinnati, is 14 miles, and here the Bellefontaine and Indiana will connect with New York. From Galion to Dayton is 102 miles, and, completed thus far, the cars of the New York and Erie can run to Cincinnati by means of the "third rail" already mentioned, and hence to St. Louis, 340 miles, the whole distance being one unbroken gauge.—*Cincinnati Commercial.*

Minot's Ledge Light House.

It is announced that this light-house will be completed and lighted up in September next, by one of the first order of "Fresnel lights." The last stone of the building was laid upon the 29th of June, and when all is finished as designed, it will be one of the grandest achievements in the world, not even excepting the far-famed Eddystone in the English Channel. The first blow struck upon the rock where this light-house has been erected, was on the 12th of June, 1855. The old iron light-house was carried away by the fearful storm of April, 1851. It is a remarkable fact that no accident of any kind befel the workmen during the years that the Minot's Ledge structure has been in progress.

The strength and stability of the tower on the Minot's Ledge may be known from the fact, that during all the numerous and severe storms of last Winter it stood exposed to the merciless pelting of the waves of the wild Atlantic, without a stone or a joint having been disturbed; this, too, when the tower was at the height of 60 feet, its most weak state. Having stood without damage in this naked and exposed condition, nothing can prevail against it when finished. The diameter of the tower at its base is 30 feet, and at the floor of the lantern about 25 feet; the whole height from base to top of lantern is 107 feet. Workmen are now busy finishing the interior of the light-house.

Texas and Her Improvements.

The railroad enterprise of the State of Texas is almost without a parallel in this country. Considering that such works are usually the result of accumulated capital and a dense population, the movement in this direction that is visible in all quarters of this frontier commonwealth is truly remarkable, and becomes the strongest possible evidence of prosperity.

Few are prepared to expect from a people so lately organized under a State Government, and scattered over so large an extent of country, projects of internal improvement to connect points many hundreds of miles apart, and to interlace the whole of the Commonwealth with the iron pathways for steam. But these projects exist, not simply in visionary minds, or on paper, but are actually, at the present moment, in progress, the work being placed under contract, in scattered sections, from the Sabine to the Rio Grande, and from the Red River to the Gulf.

Not a port of any dimensions on the coast can be named, from which a railroad penetrating the interior is not commenced, or about to be placed under contract. The iron rails are pushed forward eastward from Houston towards New Orleans with greater rapidity than that which the older State of Louisiana has exhibited on its line of road towards the Sabine. From the point in Texas, roads radiate in every direction. Austin has two roads from the west. Indianola is pushing out an iron arm to grasp the country trade, and Lavaca is not wanting in the same enterprise, while the little villages that dot the prairies, and the country capitals of districts but lately populated, vie with the older coast settlements in filling in the links that will ultimately spread a connected network of interlaced roads over the entire State.

The liberal legislation of the State has developed and aided these enterprises, which, when regarded as a whole, are in magnitude beyond those conceived by any other Commonwealth; but State aid alone would never have produced as general and so successful a movement. Texas may be considered, in some places, as subject to drouths—as in part covered with arid plains—as exposed in some sections to terrible northers—as destitute of wood and water—but here are evidences of general prosperity that cannot be disputed. Her people are becoming opulent, or the capacity to do so much and the steady pursuit of the advantages of close connection with markets would not be manifested.

A Texas paper is scarcely opened that does not contain cheering notice of railroad progress. The number of distinct companies working on apparently isolated routes, but each really part of one harmonious system, almost bewilders the reader who is not personally acquainted with the localities of the State; and astonishment at the energy, the enterprise and the perseverance of the people, is excited, as the importance of the great scheme of improvement is fully comprehended.

The returns of the census, portions of which begin to be published, furnish facts that are in coincidence with this remarkable development of internal improvement. Texas is full of rich men. Capital begins to be accumulated in all her counties, and when the total of her material wealth is summed up, the country will scarcely find a higher rate of progress, or more substantial evidences of prosperity than are here recorded.—*N. O. Picayune.*

Coal and Iron in Belgium.

The report of the Chamber of Commerce at Liege, in remarking on the coal trade of the district, states that there are 82 pits in full operation, 24 inactive, and 11 exhausted; that the number of people employed during the year was: In the works below grounds, 11,743 men and 705 women; above ground, 2,583 men and 1,226 women; total, 14,326 men and 1,931 women. The quantity produced in 1859 was 1,875,036 tons; ditto in 1858, 1,799,062 tons; so that there has been an increase of 76,974 tons, which is not indicative of there having, during the past year, been any active demand, though the prospects for what remains of the present are said to be exceedingly encouraging.

The condition of the Liege iron trade has, during the past year, not been very different from that in coal, for it appears that there were in that district 15 furnaces in blast, which produced 103,720 tons of pig iron, of the estimated value of 8,378,000f., and as the produce during the preceding year had been 123,006 tons, valued at 11,429,400f., there has been a falling off of 19,286 tons, worth 3,051,400f., which, as the case has been nearly the same in the wrought iron departments, has made those engaged in the trade all the more anxious for the conclusion of the French commercial treaty, from which they anticipate the most astonishing advantages.

Potsdam and Watertown Railroad.

This road was sold on the 25th ult., by the Sheriff of Jefferson County at Watertown on a decree of foreclosure of the second mortgage thereon. It was purchased by the Watertown and Rome Railroad Company (under authority of an act of the present Legislature) for the sum of $100,000, and immediate possession was taken. The sum bid, however, was of no particular consequence, as the purchasers had already become the owners of the second mortgage bonds, and thus entitled to the dividend of the purchase money. The road was sold subject to the first mortgage of $800,000, which is guarantied by the Watertown and Rome Company.

The latter company is now the owner of a line of one hundred and seventy-three miles of road, extending from Rome to Cape Vincent, and from Watertown to the junction of the Northern road, near Potsdam. By the construction of seventeen miles of road, which by an act of the present Legislature it is authorized to build, it can make a direct connection with Ogdensburg. This would bring by way of this road and the New York Central nearly all the travel from Ogdensburg and from the line of road leading from Prescott, opposite Ogdensburg, to Ottawa, the capital of the Canadas—thus constituting an important line. We hear it stated that the interests to be benefitted by the construction of this short link are likely to co-operate to build it at an early day.—*Albany Argus.*

Shreveport Railroad.

The Natchitoches, La., *Chronicle* says that the road through the parish of Rapides to Cotile, about ten miles from the lower line of Natchitoches parish, has been placed under contract, and the work will be at once begun, and vigorously prosecuted to completion to the point above stated.

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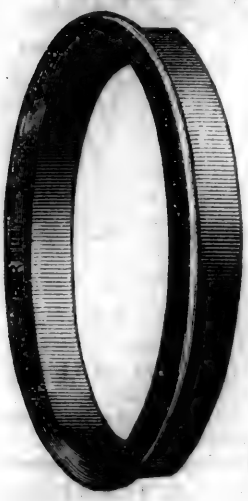
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RESPECTFULLY INVITE THE ATTENTION OF their patrons and the public to an arrangement recently perfected, by which, in connection with Messrs. WILLARD & SON, of Boston, they have added the
EXCLUSIVE SALE OF THE
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And by PRIZES FROM THE BRITISH GOVERNMENT AMOUNTING TO OVER $15,000.

In recommending it to their patrons, TIFFANY & CO., after a very long and general acquaintance with the works of the best fabricants, and having tested Mr. Frodsham's work by trials of extraordinary severity, are confident in asserting its superiority in every desirable respect, over any watch that has ever come under their inspection. For outside proof of its performance they are authorized to refer to the undersigned gentlemen who have purchased the Watch from them:

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F. L. Vultee,	"	J. H. Wainright,	"
W. H. Bulkley,	"	Wm. Judson,	"
Jno. T. Agnew,	"	J. M. Macias,	"
Wm. Mason,	"	John N. Genin,	"
H. M. Stevens,	"	R. W. Lowber,	"
Jno. J. Herrick,	"	J. A. Robinson,	"
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Near LEEDS, Yorkshire,

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TIRE BARS,

BOILER PLATES, ETC.

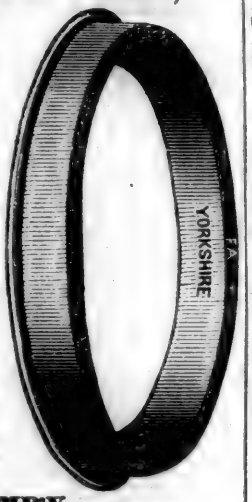
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500 tons **T Rails** on hand, 54 to 57 lbs. per lineal yard.

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THE UNDERSIGNED are prepared to contract for the sale of

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AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

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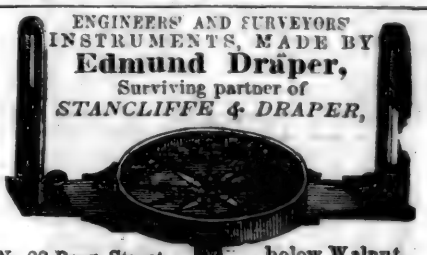
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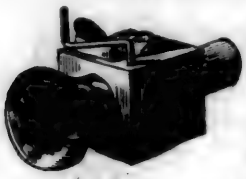
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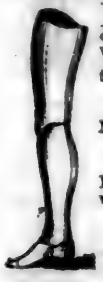
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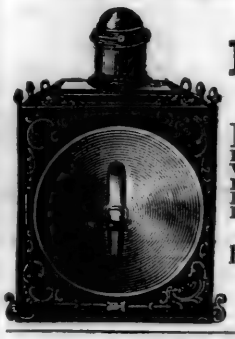
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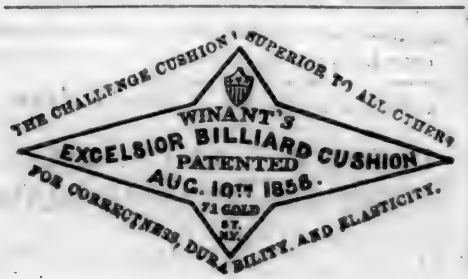


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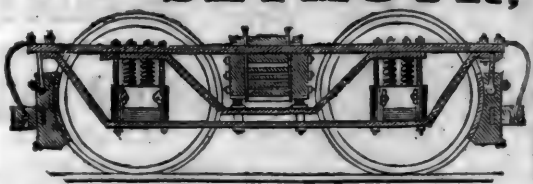


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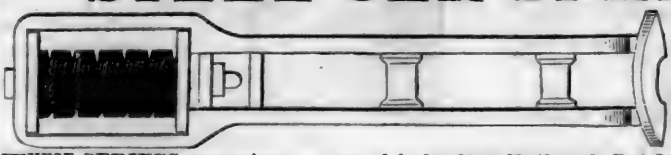
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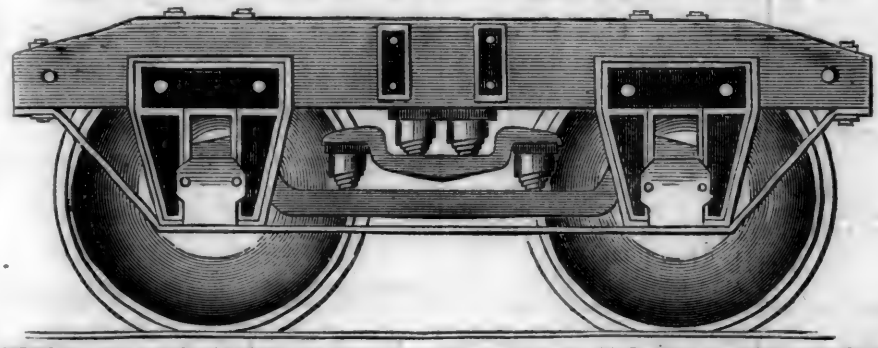
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Hoboken Railroad and Passaic Bridge Co. 693
New York City Railroads 693
Chicago, Burlington and Quincy Railroad 694
N. Orleans, Opelousas and Great Western R. R.695
The Employees of Contractors of Railroad Corporations not the Servants of the Company. 696
Florida Railroad 697
Virginia State Loan 698
New York and Harlem Railroad 698
Norwich and Worcester Railroad 709, 698
General Railroad Intelligence 699
Hannibal and St. Joseph Railroad 699
Marietta and Cincinnati Railroad 700
Railroads of the State of New York 701
Long Island Railroad 708
Railroads in Texas 709
New Jersey Central Railroad 709
Philadelphia City Passenger Railroads 710

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, August 11, 1860.

The Hoboken Railroad and the Passaic Bridge Companies.

The Hoboken Land and Improvement Company and the proprietors of the bridges over the Hackensack and Passaic rivers, have been recently contending in the courts of New Jersey as to the rights of the former to erect a bridge over either of these rivers, in derogation of the exclusive monopoly claimed by the latter.

The Hoboken Railroad Company was chartered at the last session of the New Jersey Legislature. The Passaic and Hackensack Bridge Company filed a bill in chancery, for an injunction to prevent the erection of a bridge by the Hoboken Improvement Company. The Bridge Company set up the monopoly under which the turnpike bridges were constructed, and by which it is enacted that no person should erect any other bridge within certain prescribed limits. The Bridge Company were not incorporated by the act of 1790, but were a subsequent organization, and took a lease of the bridge for ninety-nine years from Commissioners named in the act. By this lease, which was made in 1793, the Bridge Company were to build the bridges and keep them in repair for the tolls. They allege in their bill that they are entitled to all the privileges of the act. The Hoboken Company, in answer, allege that the enactment in the act of 1790 was never intended to create a monopoly, but was simply a law subject to repeal. Among the acts referred to as extinguishing the monopoly, if any ever existed, was their granting consent to the erection of the New Jersey Railroad and other bridges, which was a waver and abandonment of their monopoly; and the fact that they had no bridge suitable for the transportation of railroad cars and locomotives, and not having furnished the public with facilities for crossing the river by the new and improved vehicles of travel and transportation, they cannot complain if the public erect proper bridges for themselves. Besides, it was urged that a railroad viaduct is a very different thing, though called by the name of a bridge, from what was intended as a bridge in the act of 1790.

The case was decided by Chancellor Green, on the 30th of July, in favor of the defendants—the motion for injunction being denied and complainants' bill dismissed with costs. In view, however, of the appeal which it was understood would be taken to the Court of Errors and Appeals, the Chancellor agreed to grant a temporary injunction until the close of the next term of Court—the plaintiffs to give bond for the payment of all damages which may accrue to the defendants because of such delay in the construction of their road.

The main points in the decision were: First, that the proprietors *had* an exclusive monopoly of those rivers, so far as the building of ordinary bridges was concerned; that they, and they alone, had the right to take tolls, but that this monopoly did not extend to the construction of bridges or viaducts for the passage of engines and cars—a mode of travel unknown at the time (1790) when the privileges were granted. All public contracts, he said, were to be strictly construed. The grant to the proprietors plainly indicated the kind of privileges, namely, those of taking toll on *ordinary travel* then known and recognized; but it did not give them any exclusive franchise for *Railroad* bridges, or for taking tolls for Railroad travel. Railroad travel, therefore, was not an infringement of the plaintiff's rights, as it was only a part of an extended highway, whether of nine or nine hundred miles, it made no difference. The privilege claimed by the defendants was not designed as an invasion of the plaintiff's franchises, but was only an incidental result, of which the defendants had no right to complain. The Chancellor cited cases from the New York and North Carolina reports, fully corroborating his own views as stated.

The second point decided was, that *contracts between the State and incorporated Companies are inviolable*, in accordance with the clause of the Constitution which declares that "no law shall be passed in violation of contracts." These contracts, however, are to be strictly construed in all cases, and if any doubt exists, the doubt must be rendered in favor of the public.

New York City Railroads.

The annual report of the City Railroad Companies to the Secretary of State furnishes the following figures:

	No. pass'gers carried.		Receipts.	
Avenue.	1858.	1859.	1858.	1859.
Third	7,945 462	9,974,101	$403,055	$505,951
Eighth	6,768,203	7,589,997	338,410	379,500
Sixth	5,612,357	6,479,129	280,617	323,956
Second	4,604,645	5,182,011	227,457	262,166
Harlem	3,069,721	3,493,113	153,486	261,203

	Expenses.		Net earnings.	
Avenue.	1858.	1859.	1858.	1859.
Third	$242,811	307,188	160,244	195,763
Eighth	177,753	252,872	160,657	126,631
Sixth	178,216	216,685	103,391	107,271
Second	119,704	180,644	107,753	81,522
Harlem	82,882	130,180	70,604	131,803

The increase of passengers on the Third Avenue is the largest, being over 20 per cent.; that of the Eighth is 11 per cent.; Sixth, 16 per cent.; Second, 15 per cent.; and Harlem, 14 per cent. The average is 15½ per cent.

Evansville and Crawfordsville Railroad.

We understand that arrangements have been made for the extension of this road from Terre Haute to Rockville. The Parke County *Republican* referring to the progress of this important enterprise says: "We saw a letter from Mr. Rose, now in New York, to Gen. Steele, saying that all

the rails, spikes and chairs for the entire road to this place have been purchased, and that the whole of them will be in Terre Haute as soon as they can be freighted. The grade below the county line can be completed as fast almost as a company can lay down the iron, and on this side of the county line the grade is almost completed, excepting some repairs and the filling of a few gaps. It is confidently believed that the cars will be here by the commencement of cold weather."

Chicago, Burlington and Quincy Railroad.

The income of this company for the fiscal year ending April 30, 1860, embracing the earnings on 138 miles of road owned by the company, and the their portion, being 73 per cent. of the earnings on the 30 miles of the road leased of the Galena and Chicago Union Railroad Company, has been as follows:

For transportation of freight		$828,482 21
do. do. passengers		333,421 99
do. do. mails and miscell's.		53,408 52
Total earnings		$1,215,312 72
Balance to the credit of interest and exchange account		18,395 11
Aggregate income		$1,233,707 83
The expenditures chargeable to income account have been for—		
Operating expenses	$678,159 43	
Interest on bonds	227,739 57	
Taxes	31,176 92	
Transfer office expenses (in part for past year)	5,158 00	
Rent of Illinois Central Depot	40,000 01	
Excess of rent and operating expenses over earnings on the Peoria and Oquawka R. R.	26,072 03	
Total		1,008,305 96
Balance of income for the year		$225,401 87
Add balance of May 1, 1859		613,561 77
Add to over-credit to dividend of July, 1857		750 00
Total to May 1, 1860		$839,713 64
Deducting from the above the amount charged to improvement account, as stated in last annual rep't.	68,325.26	
And for the same account the past year	38,164.82	
		106,490 08
Leaving a balance of		$733,223 56
If from this balance the payments into the Sinking Fund for $236,000 of bonds be taken		208,279 65
There will remain a net surplus of		$524,943 91
The bills and accounts receivable, as shown by the Treasurer's report, amount to		$101,998 52
Balance of accounts due from agents and connecting roads		43,052 72
Due from the Post Office Department for mail service		7,033 33
Deposits in New York and Boston, and in the Treasury		15,463 54
Total of cash assets		$167,548 11
Value of materials on hand for the future use of the operating department	$99,110 72	
Present cost and value of steamboats for ferries at Burlington and Quincy	16,679 82	
		115,790 04
Total assets		$283,338 15

LIABILITIES.

Bills outstanding on 1st of May, 1860	$131,860 79	
Unclaimed dividends, accounts, and pay-rolls	21,067 71	
Balances due agents and connecting roads	26,131 92	
Total liabilities		$179,059 92
Excess of assets over liabilities		$104,278 23

The preceding statements show that the company was, on the 1st day of May, 1860, practically clear from what is usually considered a floating debt.

The Treasurer's report shows the several amounts charged as cost of the road, equipment, and appendages, to have been as follows:

For construction		$5,790,129 02
" equipment		1,400,998 47
" depot grounds at Chicago		201,739 05
" " " Burlington		37,399 47
" union track at Chicago		38,659 91
Total		$7,468,925 92
The advances to the Peoria and Oquawka R. R. Co., includ'g bonds purchased under agreement with that Co., have been	$515,359 41	
Bonds of the Northern Cross (now Quin'y and Chicago) R. R. Co., purch'd under agreement with that company, being the same as reported last year.	189,000 00	
Quincy & Chicago R. R. Bonds received in settlement of accounts	7,000 00	
		711,359 51
Aggregate of construction accounts, including advances to connecting roads		$8,180,285 33

The items in the accounts of cost of the road, equipment and appendages have been slightly changed, but the aggregate cost remains the same as reported last year.

It will be observed that the advances to the Peoria and Oquawka Railroad Company have been increased during the past year $31,200.92. This amount is mainly for interest accruing on their account in that time.

The capital stock of the company on the 30th day of April, 1860, exclusive of that owned by the company, was $4,629,340.

The funded debt, at same date, exclusive of bonds canceled by the Sinking Funds, was as follows:

Chicago & Aurora 1st mortgage bonds, 7 pr. ct., payable July 1, 1867	$399,000	
Chicago & Aurora 2d mortg. bonds, 7 per cent., payable Oct. 1, 1869	131,000	
Cent. Military Tract 1st mortgage bonds, 7 pr. ct. payable July 1, 1864	392,000	
Cent. Military Tract 2d mortgage bonds, 8 pr. ct. payable May 1, 1868	245,000	
Central Military Tract bonds, April 1, 1854, 8 per cent., payable April 1, 1868	7,000	
Central Military Tract bonds, March 1, 1856, 8 per cent., payable March 1, 1876	51,000	
Chicago, Burl'gton & Quincy Consolidated Bonds, 8 per cent., payable Jan. 1, 1883.	1,697,000	
		2,922,000
Aggregate stock and bonds		$7,551,340

The amount of capital stock remains the same as at the date of our last annual report. The funded debt has been reduced by the purchase and canceling of sixty-eight bonds for Sinking Fund, amounting to $68,000. The whole amount of bonds purchased and canceled for sinking fund to the present time has been $236,000.

The preceding statement show the excess of investments, for construction and advances to connecting roads, over amount of capital stock and funded debt, of $628,945.33.

The charges made to improvement account in the past year have been for twenty-three coal cars added to the rolling stock, $10,300; steam excavator and dumper cars, $7,900; ballasting roadbed with gravel, $10,817.48; additional payments on account of union tracks and lands, $5,111; new levee and protection for East Burlington depot grounds, $4,036.39—making in all, $38,164.82.

The road equipment and appendages have been maintained the past year, and are now in as good or better condition than at any former period. A larger than usual outlay has been incurred upon engines, in improving some, and fitting others for efficient coal-burners. The repairs and improvements of track and bridges have been large. About fifteen miles of track have been relaid with iron re-rolled, part new, at a cost of about $40,000, and new ties equal to about eleven miles have been purchased and laid down.

The Chicago, Burlington and Quincy Railroad in General Account, April 30, 1860.

Capital Stock.		Dr.
46,315 shares, at $100 per share		$4,631,500 00
Fractional stock scrip		40 00
		$4,631,540 00
Bonded Debt.		
Chicago and Aurora 1st mortgage inconvertible 7 per cent. bonds, payable July 1, 1867.	$399,000 00	
Chicago and Aurora 2d mortgage inconvertible 7 per cent. sinking fund bonds, payable Oct. 1, 1869	303,000 00	
Central Military Tract 1st mortgage inconvertible 7 per cent. bonds, payable July 1, 1864	392,000 00	
Central Military Tract 2d mortgage convertible 8 per cent. bonds, payable May 1, 1868.	245,000 00	
Central Military Tract of April 1, 1854, convertible 8 per cent. bonds, payable April 1, 1868	7,000 00	
Central Military Tract of March 1, 1856, convertible 8 per cent. bonds, payable March 1, 1876	51,000 00	
Chicago, Burlington and Quincy mortgage inconvertible 8 per cent. sinking fund bonds, payable January 1, 1883	1,509,000 00	
Chicago, Burlington and Quincy mortgage convertible 8 per cent. sinking fund bonds, payable January 1, 1883	252,000 00	
		3,158,000 00
Unfunded Debt.		
Unclaimed dividends, accounts and pay-rolls	$21,067 21	
Due agents and connecting roads	26,131 92	
Bills payable	131,860 79	
		179,059 92
Due income account		733,223 56
Total		$8,701,823 48

		Cr.
Construction accounts		$6,067,927 25
Equipment "		1,400,998 47
		$7,468,925 92
Peoria and Oquawka Railroad Company 2d mortg. bonds.	$50,000 00	
Peoria & Oquawka R. R. Co. construction acc'nt adjusted	415,359 41	
Peoria & Oquawka R. R. Co. construction acc'nt special	50,000 00	
		515,359 41
Northern Cross Railroad Company 2d mortgage bonds	189,000 00	
Quincy and Chicago Railroad Comp'y 3d mortgage bonds	7,000 00	
		196,000 00
Materials for future use in operating in car shop at Aurora.	$31,153 77	
Materials for future use in operating in locomotive shop at Aurora	30,331 27	
Materials for future use in operating at Galesburg	9,893 84	
Materials for future use in operating fuel on the line	27,731 84	
		99,110 72
Capital stock of the Company, 22 shares		2,200 00
Trustees of the sinking fund, 172 Chicago and Aurora 2d mortgage bonds canceled	$172,000 00	
Trustees of the sinking fund, 58 Chicago, Burlington and Quincy inconvertible b'ds canceled	58,000 00	
Trustees of the sinking fund, 6 Chicago, Burlington & Quincy convertible bonds canceled	6,000 00	
		236,000 00
Steam ferry boat Fanny.	$8,634 79	
Steam ferry b't Lady Pike	8,044 52	
		16,679 32
Accounts and bills receivable	$101,998 52	
Due from agents and connecting roads	43,052 72	
Due from Post Office Department	7,033 33	
Deposits in New York, Boston, and in the Treasury	15,463 54	
		167,548 11
		$8,701,823 48

The Chicago, Burlington and Quincy Railroad Company in account with Income Account.

		Dr.
May 1, 1859—For balance of old acc't.		$545,236 51
For over-credit to dividend account		750 00
		$545,986 51
April 30, 1860—For balance, interest and exchange account		18,395 11
For earnings from the transportation of fr'ght for 12 months.	$828,482 21	
For earnings from the transportation of passengers for 12 months.	333,421 99	
For earnings, from the transportation of mails and miscellaneous for 12 months.	53,408 52	
		1,215,312 72
		$1,779,694 34

		Cr.
April 30, 1860.—By operating expenses for 12 months,	$678,158 43	
By rent Illinois Central depot for 12 months	40,000 01	
By transfer office expenses	5,158 00	
By taxes of 1859	31,176 92	
By expenditures for improvements	38,164 82	
By interest on bonds for 12 months	227,739 57	
By excess of rent and operating expenses on the Peoria & Oquawka R. R. over earnings	26,072 04	
		1,146,470 88
May 1, 1860—For the balance to credit of income account		$733,223 56

New Orleans, Opelousas and Great Western Railroad.

ENGINEER'S OFFICE, N. O., O. & G. W. R. R. Co.
Brashear, St. Mary, July 25, 1860.

WILLIAM G. HEWES, Esq., *President:*

DEAR SIR:—My report to you on the railways of Texas, having attracted some attention, and induced inquiries as to the progress of our road, I now, agreeably to your suggestion, give, in this form, the desired information.

Our road from Algiers to Brashear, 80 miles, in operation, is now in perfect order. The present terminus of the road, at Brashear, is upon the east bank of Berwick's Bay, or the Atchafalaya river. Here, as is well known, is our sea connection with Texas, by a tri-weekly line of steamships, to which another, now being built, will be added in October or November next. As it is intended that the new steamship shall make two trips per week to Galveston, there will then be five arrivals and five departures weekly.

Continuing the line of our road, we here cross the Atchafalaya, 1,700 feet wide, by a steam ferry boat now building, that will transport the trains without breaking bulk, and with but little detention. Near the west bank, the line crosses a point of cypress swamp and marsh about three miles wide; the embankment across this is half done, and steadily progressing, under a contract with Mr. Knox, who will finish the work by the 1st of November. From thence, our line passes up the south bank of the Bayou Teche, through the rich sugar plantations of St. Mary and St. Martin, to New Iberia, 45 miles from Brashear. The whole line, from Knox's work to New Iberia, is under contract with Mr. Bisbee, and is being rapidly pushed forward at three different points. The cross-ties are all contracted for, and a portion of the rails, so that it may be set down as sure that this, our second division of the road, will be entirely completed and in running order by the 1st of July next. New Iberia is 125 miles from New Orleans.

At this place (New Iberia) the whole of the Texas railways, feeders to the Texas and New Orleans Railway, will by that road unite with ours, bringing to New Orleans, as stated in my former communication, the immense business of a country tributary to about 750 miles of finished railway, immediately after this connection is made, which will be done by the close of next year, and as the railways of Texas are being rapidly extended in several directions from the city of Houston, the extent of connecting roads will be annually increased.

There will then, very shortly, be a continuous railway from New Orleans to the city of Houston, in Texas, 347 miles; to the city of Austin, 500 miles; and to San Antonio, 550 miles; and this alone, in view of the immense business in passengers, cotton, cattle and other freight, that must necessarily be added to it by the connecting link, the Texas and New Orleans road, will make the New Orleans, Opelousas and Great Western Railway one of the most important and best paying roads in the United States.

But this is not all; at this point (New Iberia) we are only half way, with our main trunk road to our western terminus on the Sabine river. Here commences our third division, which extends to Opelousas, 40 miles, through a rich, fertile and beautiful prairie country, capable of producing sugar, cotton and corn in abundance; where lands are now in great demand, at prices ranging from ten to thirty, and even forty dollars per acre. Nearly one-half of the graduation of this division is already completed, and if the work is steadily continued we should reach Opelousas with our cars by the close of next year.

By the construction of this division, our company will acquire full ownership and possession of a very large body of the most valuable lands in Louisiana, now in great demand, the sale of which will furnish means for the rapid extension of the road to the Sabine river.

Proceeding northwestwardly from Opelousas, through the same prairie country, 25 miles, we arrive at a point of the utmost importance to New Orleans, in respect to its connection with the immensely wealthy and populous valley at Red river; this point on our main trunk line is Pine Prairie, 190 miles from New Orleans.

Here, by a branch railway of only twenty miles, we come into communication with the rich sugar and cotton district of Bayou Bœuf, unite with the Alexandria and Bayou Bœuf Railway, and establish a daily connection—in eleven hours, running time—between Alexandria and New Orleans.

The immense importance of such a communication to that section of the State and to New Orleans—the business relations of both being so intimately connected—when the delays, losses and difficulties, incident to the uncertain navigation of Red river during its protracted periods of low water are taken into consideration, must be understood by all as to render any[thing] mere statement of it here unnecessary. trade both ways will be very great, all can understand, particularly when it is known that active measures are in progress for railway extension up the valley to Natchitoches, Mansfield, Shreveport and Fulton—several hundred miles.

The construction of railways from Fulton into Kansas, by way of Fort Smith, on the Arkansas river, and from Alexandria, through the northern parishes of our State, to Little Rock, is merely a matter of time; for the want of the most direct communication by railway with New Orleans, the natural importing and exporting depot of the Southwest, will cause such to be built eventually.

From Pine Prairie our main line is continued to its western terminus on the Sabine river, at Thompson's Bluff, near lat. 31°, passing through forests of very valuable Southern pine, varied occasionally by the bottoms of rivers and creeks. This portion of our line is sixty-eight miles long; the total distance from New Orleans to the Sabine river being 258 miles. At its terminus the road will receive all the produce tributary to the Sabine river above, for a distance of several hundsed miles, or to Smith, Wood and Upshur counties, in Northeastern Texas. From our terminus on the Sabine, a railway must necessarily be extended into Texas to San Augustine, Nacogdoches, Rusk and Dallas. This road must connect or intersect with every other in Northern Texas.

Dallas, by this line, will be 480 miles distant from New Orleans, or at least 115 miles less than by any other route, and as Dallas is the business and geographical centre of the great wheat region of Texas, the importance of the saving in distance will secure to our road the wheat trade.

It will, therefore, be seen that the New Orleans, Opelousas and Great Western Railway has connection with the entire sea coast of Texas, and all her ports, by the line of steamers from Atchafalaya; that it will have connection with all the railways in the southern half of Texas, by means of the Texas and New Orleans Railway, to unite with our main trunk at New Iberia; that all of the northern half of Texas will be secured, by the extension of the line from the Sabine terminus to Dallas, and by the Sabine river navigation, and that the Red river branch will connect New Orleans with all Northwestern Louisiana.

This is an outline of the plan of construction, present condition and prospects of our road, without reference to its existing or future way business, and this, I presume, is all the information desired. With much respect, your obedient servant,

G. W. R. BAYLEY.

Journal of Railroad Law.

THE EMPLOYEES OF CONTRACTORS OF RAILROAD CORPORATIONS, NOT THE SERVANTS OF THE COMPANY; AND MAY MAINTAIN SUITS AGAINST THEM FOR INJURIES RECEIVED.

It is a familiar principle in law, and one which we have before endeavored to illustrate to the readers of the JOURNAL, that the servant of a corporation cannot sue the company for injuries received by him while in its employment, even though it should affirmatively appear upon the trial that the injuries were received entirely by reason of the negligence of the company, and through no fault of the servant. The reason of this rule is found in the fact that what is termed the negligence of the company is but the negligence of the company's servants. The corporation is dependent upon its inferior agents and emplyees for the proper management of the road; and this rule tends to make them careful in the daily routine of their duties while a contrary rule would tend to encourage negligence, and thus oftentimes make the company liable for the negligence of the servant plaintiff, especially, when the difficulties of proof, attendant upon the question of negligence, were embarrassing. Upon these reasons the law [illegible] rule that he who engages in the employ- [illegible] an other, for the performance of specified [illegible]es and services for compensation, takes upon himself the natural and ordinary risks and perils incident to the performance of such services.

But it is often a difficult question to determine, who really are the servants of a company and who are not. This arises from the different relations which parties engaged in the service of a railroad company, may hold to the corporation. It is manifest that the relation of a contractor, and of a brakeman, to a railroad company is not identical, or by any means similar. Is then the servant of the contractor to be considered as the servant of the company. If the contractor bears a different relationship to the company from the brakeman much more different is the relationship between the contractor's servant and the company. Not only is the relationship different, but in the case of Young *vs.* New York Central Railroad Company, we have a decision by the General Term of the New York Supreme Court, to the effect, that there is no relationship at all between them, and where a contractor, engaged in repairing a bridge upon a railroad for the company, employs men to work thereon by the day, the latter are the servants of the contractor, and not of the company; and between them and the company there is no privity whatever.

The plaintiff in this case claimed to recover, for an injury sustained by him, while at work upon an old bridge which was undergoing repairs, on the road of the defendants. By the evidence it appeared that he was employed by one Fowler; and that Fowler was employed by the defendants; It also appeared that there were two tracks upon this bridge; that the repairs consisted of putting up some new trusses; that the tracks were straight for some miles; that on the occasion of the alleged injury, the plaintiff was upon the top of the bridge for the purpose of carrying some materials from the east part of the bridge towards the west; that there was a passenger train approaching from the west, and a gravel train approaching from the east; that as the passenger train was passing off from the bridge, the gravel train was passing on; that the plaintiff was looking down, and stooping over, trying to keep his hat on, and did not hear the bell or whistle of either train; he saw the train coming from the west, but did not see the other, and was hit by the gravel train.

The plaintiff was nonsuited on the ground that his claim fell within the rule of those cases, holding that the liability to injury was incident to his employment; and that the plaintiff in accepting such service, must be regarded as having known the use to which the defendants' road was subject; and that he was, therefore to incur such hazard as might be occasioned by such use; and must be taken to have contracted with reference to the running of the cars over the bridge during the time of making the repairs. Upon the appeal however, to the General Term of the Court, a new trial was ordered. We give a part of the opinion of the General Term granting a new trial.

JOHNSON, J.—Whether the case was properly disposed of depends entirely as I conceive, upon the question whether the plaintiff at the time of the injury, was in fact the servant or employee of the defendants.

The general rule is, that if a servant while in the employment of his master, by his negligence, does any damage to another, such master shall be answerable for his neglect, because it is the duty of the master to employ servants who are skillful and careful. * * * * But this maxim has been held not to apply to the case of an injury to a servant or employee, occasioned by the negligence of another servant or employee of the same master. * * * * * * * * * *

From the evidence it appears that the plaintiff, at the time he received the injury, was at work for Fowler, by the day, in repairing the bridge, and that Fowler was a contractor with the defendants. This is all that appears. If Fowler was a contractor with the defendants to do this job, he was not in any legal sense their servant or employee, and the men employed by him to do the work certainly stood in no such relation to the defendants. They were his servants exclusively, and between them and the defendants there was no privity whatever. And I think it cannot be doubted, that had one of the persons employed by the defendants to run their trains been injured by the negligence of one of the persons employed by Fowler, he would have been answerable for the negligence. It could scarcely be pretended in such a case that the negligent, and the injured, employees were, both, servants of the same employers. And the rule must be reciprocal. There is a wide and obvious distinction between a contractor or jobber, and a mere servant or employer, of the servant who lets the contract. The latter could never be held responsible for the negligent acts of the former as for those of his servants, for the simple reason that none of them stand in the relation of servant to him. In the case of Farwell *vs.* the Worcester Railroad Corporation, the learned justice who delivered the opinion, put the case of a railroad owned by one set of proprietors, whose duty it was to keep it in repair, and have it at all times ready and in a fit condition for the running of cars, taking a toll; and the cars and engines owned by another set of proprietors, paying toll to the proprietors of the road, and receiving compensation from passengers for their carriage; and the engineer of the proprietors of the cars receiving an injury from the negligence of the switchtender of the proprietors of the road. In such a case the opinion is expressed that the proprietors of the road would be liable to the engineer. And this is put upon the ground, that as between the engineer employed by the proprietors of the engines and cars, and the switchtender employed by the corporation, the engineer would be a stranger, between whom and the corporation there could be no privity of contract.

That principle would obviously control this case, the plaintiff being the servant of Fowler, stood in no relation of privity to the defendants. As to them he was a mere stranger, for whose conduct they were in no respect responsible, and to whom they owed the same duty which they owed to any other stranger. It follows from this that the plaintiff was improperly nonsuited, if the evidence tended to show that the injury was caused by the negligence of the defendants' servants in charge of the train which came in contact with the plaintiff at the time such injury was inflicted. The plaintiff was lawfully there engaged in the work he was employed to perform. The defendants must be presumed to have known that the plaintiff and others were there employed, as the structure was part of their road, and they owed the plaintiff and others similarly situated, a duty to observe due care and caution in running their trains so as not needlessly to place them in peril.

The evidence tends to show that the regular passenger train, and a gravel train, which had not before passed that place, while the plaintiff had been employed there, met upon the bridge, and while the passenger train gave the usual signal of its approach, ringing the bell and blowing the whistle, the gravel train came on without giving any such warning, and struck the plaintiff while he was observing and in the act of avoiding the passenger train.

Whether the running of this unusual train in this manner, at this place, was, under all the circumstances, negligent or otherwise, was clearly, as it seems to me, a question of fact for the jury; as was also the question, whether the plaintiff situated as he was, was free from fault, or whether his own want of care did not contribute to the injury. A new trial was therefore granted.

Coal Trade of Pennsylvania.

The following abstract of Company's reports shows the coal tonnage for the season, as compared with last season to the same dates:

Roads.	Season.	Last Season.	Incr'e.
Reading R. R., Aug. 2.	1,153,083	983,062	170,022
Sch'lkill Nav. Aug. 2..	710,954	659,012	42,942
Lehigh Nav. July 28..	532,043	480,678	42,365
Do. Valley July 28.	468,266	344,531	123,734
Del. & L'ka, July 28.	568,464	442,856	125.607
Broad Top, Aug. 1...	106,916	70,673	36,243
Shamokin V. July 28.	98,008*	79,970	19,036
*Treverton, July 28...	53,688	70,287	.....
Lykens' Val'y July 28.	83,194	49,910	33,283
Barclay R., July 28..	14,422	12,579	1,843
†Del. & Hud. July 28.	266,747	238,348	.....
‡Penna C. C. July 21.	268,520	313,680	.....
Total.....	4,265,306	3,764,527	595,075

*Dec, 16,599 †Dec, 31,600 ‡45,159.

Locomotive Performances on the Chicago, Burlington and Quincy Railroad Line for the year ending April 30, 1860.

Miles run by passenger trains	238,603
do. freight do.	433,112
do. other do.	194,044
Total miles run	865,759
Cords of wood consumed	11,235
Tons of coal do.	15,404
Pints of oil do.	40,961
Pounds of waste do.	31,938
do. tallow do.	12,826
Labor for repairs	$43,654
Materials do.	37,650
Cost per mile for oil, waste and tallow	.83
do. do. fuel	9.96
do. do. repairs	9.39
Total cost per mile run in cents	20.18
Miles run to a pint of oil	16.09
do. do. cord of wood	42.44
do. do. ton of coal	29.45
Number of miles run by wood burners	412,380
do. do. coal burners	453,370
Cords of wood consumed by wood burners	9,717¼
do. do. coal burn's (to fire up)	1,517¼
Tons of coal consumed by coal burners	15,393¼
do. do. wood burners	11¼
Average cost per mile for engineers, firemen and wipers	6.004
General average cost per mile for fuel for wood burners	10.01
Av. cost p. m. for fuel for wood burn. pass. tr's.	8.23
do. do. do. do. fr'ght do.	18.23
do. do. do. coal burn. pass. do.	
do. do. do. do. fr'ght do.	9.98

Wood is rated at $4.25 per cord loaded on the tenders. Coal is rated at $2.50 per ton loaded on the tenders.

Oil used in headlights and lanterns of engines is included in the above expense.

One pound of tallow is rated one pint of oil in the column "Miles run to the pint of oil."

Rebuilding, superintending, shop service, teaming, and all expenditures appertaining to repairs, are included in the cost of repairs above.

On closing the accounts for the year, the actual cost of fuel loaded on tender, was found to be, for wood, $4.44, and for coal, $2.22, from which prices the following results are obtained:

	Cents.
General average cost per mile for fuel	9.71
Do., for wood burners	10.46
Do. do. passenger trains	8.60
Do. do. freight trains	19.05
Do. for coal burners freight trains	9.09

Florida Railroad.

On a recent visit to Cedar Keys, we were very much gratified to witness the vigor with which the company were prosecuting the work of completion. The public mind becomes impatient at the tardiness of the progress of works of this nature, forgetful that the *construction* is necessarily tedious. We may *travel* with railroad speed, yet we cannot *build* at the same rate. Though this road has difficulties to surmount which required almost superhuman efforts, yet it has effectually triumphed; though *crippled*, it was not *crushed*, and though other roads with not half the difficulties, succumbed to them, at no time in its darkest hour, has there been an entire suspension of work on the Florida Railroad. A large force has been constantly at work, if not in track-laying, they were in grading. But when will this road be completed? We answer very soon. The laying of the track on the few hundred yards that remain, does not necessarily imply a completion of the road. Side tracks have to be made, a turning table constructed, and the wharf completed. These, and other matters necessary for the convenience of the traveling public will require time, and it may be as late as the first of October, before the road is received from the contractor, and opened to the public. At any rate, we have no doubt but by that time, the cars will be running daily between the Atlantic and the Gulf. There is not as much trestle work at the Cedar Key end of the road as we had reason to believe, and what there is, is very substantial. The wharf that the company are now constructing at Cedar Keys will be an excellent one. The timber has been selected with the greatest care, and the piling well done. The front will be three hundred feet in length, with a depth of water at *the very lowest tide*, of ten feet. Two large warehouses will also be built. We understand that the steamers for the Cedar Key end of the road have already been purchased, so that in a few weeks hence, we may look for a daily communication with New Orleans.—*Florida Dispatch.*

Illinois Central Railroad.

The earnings of this road for the first seven months of the past five years has been as follows:

1856	$1,171,594 60
1857	1,256,907 78
1858	1,059,952 51
1859	996,332 57
1860	1,373,687 35

Locomotive Performance on the Baltimore and Ohio Railroad, for June, 1860.

MAIN LINE.

	1st Div'n.	2d Div'n.	3d Div'n.	4th Div'n.	Parkersburg Branch.	Washington Branch.	Whole Road.
Length of Division, in miles	100	106	74	100	104	88	522
Average weight of freight trains in tons	368	400	256	238	240	448	.....
Average number of passenger cars per train.	6	6	6	6	4	8	.....
Miles run by freight engines	98,402	60,618	21,924	22,860	16,437	8,235	227,976
Pounds of coal per mile run	54.3	71.6	78.3	61.5	55.0	28.1	58.1
Miles run per cord of wood	657	925	1,270	817	608	622	733
Cost of fuel per mile run, in cents	5.8	3.9	4.0	4.1	4.3	4.0	4.4
Cost of stores per miles run, in cents	0.8	0.8	1.1	1.0	0.8	0.6	0.8
Cost of labor and materials for repairs, in cents.	3.3	4.0	4.0	8.6	3.7	5.1	3.9
Miles run per quart of oil	25.5	30.8	20.9	29.5	27.4	36.2	28.4
Total cost per mile run for freight engines, in cts.	9.9	8.7	9.1	8.7	8.8	9.7	9.1
Miles run by passenger engines	23,502	17,988	9,736	16,696	11,825	9,500	89,257
Pounds of coal per mile run	23.1	24.8	70.1	8.6	18.3	32.1	29.5
Miles run per cord of wood	779	432	1,723	2,782	2,877	2,473	2,718
Cost of fuel per mile run, in cents	2.9	3.0	5.0	3.4	2.5	4.3	3.5
Cost of stores per mile run, in cents	0.7	0.7	0.7	0.7	0.6	0.8	0.9
Cost of labor and materials for repairs, in cents.	2.4	2.4	4.8	4.2	2.7	6.0	3.6
Miles run per quart of oil	42.2	44.5	30.7	49.2	38.2	37.4	40.2
Total cost per mile run for passenger engines, in cts.	6.0	6.1	10.0	8.3	5.8	11.1	7.8

The above engine totals do not include the wages of engine and firemen. The cost of wood ranges from $2 25 to $4 per cord; and the cost of coal, from $0 60 to $3 per ton, both on tender.

COMPARATIVE STATEMENT FOR SIX MONTHS.

The total expense charged to freight engines per ton hauled one mile, in mills, has been—

	1st div.	2d div.	3d div.	4th div.	P.br.	W.br
Jan'y	0.049	0.043	0.086	0.070	0.090	0.032
Feb'y	0.041	0.032	0.050	0.040	0.041	0.048
March	0.037	0.026	0.044	0.031	0.034	0.021
April	0.033	0.025	0.036	0.036	0.023	0.043
May	0.033	0.026	0.037	0.033	0.033	0.024
June	0.027	0.022	0.036	0.030	0.037	0.022

Locomotive Performances on the Illinois Central Railroad for June, 1860.

	Chicago branch.	South division.	North division.	Total.
Miles of road.	252.5	230.75	225.0	708.25
MILES RUN.				
By pass. tr'ins.	30,430	24,538	23,718	78,686
By freight do.	34,787	18,626	15,305	68,718
By other do.	21,562	15,650	11,316	48,528
Tot. miles run.	86,779	58,814	50,339	195,932
RUNNING EXPENSES.				
P'ds of waste.	1,380	716	806	2,902
Gallons of oil.	677	614	440	1,731
Cords of wood.	1,401	1,215	559	3,175
Tons of coal..	641	.....	589	1,230
Cost of wages.	$3,298	$2,381	$1,969	$7,648
Cost of repairs	5,398	2,505	3,708	11,606
Cost of stores.	673	554	428	1,655
Cost of fuel..	6,345	4,555	3,099	14,000
Cost of cleaning engines.	525	478	360	1,363
Total cost	$16,239	$10,473	$9,559	$36,271
COST PER MILE RUN.	cts.	cts.	[illegible]	cts.
For oil, waste, and tallow.	0.77	0.94	0.85	0.84
For repairs ..	6.22	4.26	7.35	5.92
For fuel	7.31	7.74	6.15	7.15
For wages	3.80	4.05	3.91	3.91
For cleaning .	0.60	0.81	0.71	0.69
Total	18.71	17.80	18.99	18.51
AV'AGE MILES RUN.				
To 1 c'd wood	49.77	48.58	53.74	50.69
To 1 ton coal.	28.35	.....	34.41	31.38
To 1 pt. of oil.	16.03	11.98	14.29	14.15
Average number cars per trip	12.91	6.46	7.72	9.88

Wood is rated at $3.75 per cord; Coal at $1.70 per ton, both on tender. All machine expenses are included in the above.

Average cost per mile of passenger engines	17.67
Do. do. freight do.	20.86
Do. do. construction do.	15.99
Do. do. switching do.	15.69
Av. cost p. m. of freight engines using wood for fuel	21.86
Do. do. do. using coal for fuel	19.44

COMPARATIVE STATEMENT.

Cost in cents per mile run for—

	Fuel.	Repairs.	Wages.	Stores.	Total.
January	12.20	7.57	4.27	0.84	25.48
Feb'ry	11.13	7.23	3.79	0.80	23.61
March	9.54	6.15	3.93	0.74	20.90
April	8.97	6.64	4.03	0.83	21.17
May	7.52	5.03	4.01	0.77	17.95
June	7.15	5.92	3.91	0.84	18.51

Opelika and Oxford Railroad.

The Chambers *Tribune* says: The Engineers have commenced the survey of this road, and will continue until they reach Oxford; so our friends above need have no fears that the road will stop at Lafayette. It is the intention of the company to push the road through as soon as their means will allow.

North Carolina Railroad.

From the report of the President and Directors of the North Carolina Railroad, it appears that the total receipts of the road for the previous year reached $357,104 87, being an increase over the receipts of the previous year, of $48,089 62. The expenses for the same time fcot up $192,937 52; net profits $334,167 32.

Virginia State Loan.

In order to comply strictly with the letter of the law, the Board of Public Works of Virginia, have offered $6,000,000 of the stock of that State for public bids, without, however, expecting to receive proposals which can be awarded under the laws.

The advertising of such an important loan has caused inquiries as to the laws of Virginia; and, in order to answer some of the most pertinent of the inquiries, we addressed the Secretary. Our letter and the Secretary's answer are as follows:

BANK'G OFF. OF THOMPSON BROS., No. 2 Wall-st. }
NEW YORK, July 13, 1860. }

THOS. H. DEWITT, Esq., Sec. B. P. W. of Va.:

DEAR SIR:—Referring to your advertisement of May 7, inviting proposals for a loan, we beg to inquire

1. Can you legally award the loan, or any part of it, on bids that are under par for a six per cent. stock?

2. Do your laws permit the issue of coupon bonds, with the interest and principal made payable in New York or London?

3. Can you legally award five per cent. stock or bonds on bids under par; and if so, how much under par will be legal for a thirty-four year stock?

4. Are we to understand that you propose to give a Sterling bond with Sterling coupons attached, binding the Commonwealth to meet them in London? And if so, please state the amount in dollars [illegible] can legally be accepted for every £1,000 [illegible] cent. Sterling bond.

5. In case the loan, or a portion of it, shall be awarded on a proposal for a six per cent. stock, and the party afterward desires five per cent. Sterling bonds in lieu thereof, how much Sterling will be entitled to for say £1,000 of stock?

Very respectfully yours,
THOMPSON BROS.

OFFICE OF BOARD OF PUB. WORKS OF VIRGINIA, }
RICHMOND, July 26, 1860. }

TO THOMPSON BROTHERS, New York.

GENTLEMEN:—Your letter of the 13th inst. was duly received, and, after consideration, I determined to avail myself of the advice of the Board, who met a few days after, and since adjourned. This explains my delay in giving attention to your letter.

1. The Board cannot award the loan on bids under par for a 6 per cent. stock.

2. Our laws permit the issue of stock or bonds, with the interest and principal payable in New York, London, or elsewhere in Europe.

3. Five per cent. can be awarded under par—say 86 for a 34 years' stock. The lowest price that can be received for 5 per cents. is that sum which, for 34 years, is equivalent in effect to 6 per cent. in $100.

4. If Sterlings or other bonds are issued, the principal, with the coupons attached, are made payable in that currency. The amount for every £1,000 can be easily calculated from No. 3; but the State gets, in addition, the benefit of exchange, which she has to return when it is redeemed.

There is no authority to make transfers from one class of stocks to another, except that coupon bonds can be changed into registered debt, the rate of interest being the same.

I am, very respectfully,
THOMAS H. DEWITT, Sec. B. P. W.

The advertisement states that proposals will be received at any time previous to the first day of September next. Of course nobody wants a Virginia stock at par, while he can buy the same stock at 90½ *a* 91 in Wall street. While the advertising of this loan does the State no possible good, it has depreciated Virginia stocks and bonds 3 to 5 per cent.—*Thompson's Reporter.*

European and North American Railroad.

This day the European and North American Railroad is finished—or rather to be opened to the public—and the waters of the Bay of Fundy and the Gulf of St. Lawrence are to be connected by iron bands. In September, 1853, the first sod was turned. The procession and ceremonies on that occasion were unsurpassed by those of any other event ever witnessed in this Province. The lady of the present Governor General of Canada turned the first sod. Strangers from all parts crowded the streets and private as well as public houses. The ball at the Station Grounds, and the dinner at the Custom House, were numerously attended. Indeed, to use an emphatic expression, "it was a great day" for St. John. This day (August 1st, 1860,) brings about the *consummation of all*—the completion of the great work, so auspiciously begun.—*St. John, N. B., News.*

New York and Harlem Railroad Company.

The New York and Harlem Railroad Company will soon extend their road for city travel up Madison avenue to a point opposite the Central Park. For a number of years past, the Directors of this Company have paid little attention to the city business whatever, but appear to have bestowed all their efforts to operating the suburban and through line, at a cost of 70 or 85 per cent. of the earnings. From 1854 the expenses of the Harlem were $787,540, interest $194,320, making $981,860, against earnings of $935,060. Notwithstanding the Company paid that year, in dividends, $192,841. Last year the Third Avenue Railroad earned 11.62 per cent. on a cost of $1,378,000, equal to 40 per cent. upon the present cost of any similar length of road, with ample equipment. The general business of the Harlem in 1855, 1856 and 1857, shows the same unprofitable results, growing out of a ruinous rivalry with the Hudson River Road for through business. We are glad, however, to learn that a change of policy is contemplated. There is no reason why this road, possessing, as it does, the advantage of leading from a populous city, should not be as lucrative to its shareholders as the Philadelphia, Germantown and Norristown, and several that diverge from Boston. The Harlem road really enjoys advantages equal to any line in the country, if properly cultivated. If the Third Avenue line is enabled to earn $450,000 annually upon six miles of road, why cannot the Harlem do the same? This would give a return of 100 per cent., estimating the track from Thirtieth to Ninety-first street to cost $100,000—a liberal sum in view of the improved method of laying down city roads—and the line already built from the south end of the Park to Thirtieth street, to represent $150,000. And yet it only requires the city business of the Harlem to be but a little more than doubled to accomplish this.

In 1858, the number of passengers carried over the Third Avenue line was 7,945,462, at an average of 5.07 cents each. The Harlem company carried during the same period but 3,069,721, which, at an average of five cents each—the same as were received by the Sixth and Eighth Avenue lines—yielded $153,486. The average expenses of operating all the city lines is 54 per cent. of the gross receipt; this gives expenses $82,882, and net earnings $70,604, or 10 per cent. upon $706,000. Now, as this portion of the road could be rebuilt for $30,000 per mile, or $75,000 for the distance from the Astor House to Thirtieth street, it will be seen, the profit on the cost was within a fraction of 100 per cent., while the average net earnings, not counting interest on the debt, for the business upon the whole line has only averaged, since 1854, about 3½ per cent. upon its whole cost. Since 1857, a new system of accounts has been inaugurated, the floating debt liquidated, many wholesome reforms introduced, the road put in complete order, and operated with a reduction in the working expenses of the road from 81 to 60 per cent.; but none so important to the stockholders' interests as that of increasing, by every means possible, its revenues from city business. The directors, if from no other motive than the results of last year's business upon the four up-town roads, owe it to the shareholders to obtain a portion of the revenues from this branch of traffic. These four roads, representing a cost of $3,945,835, actually realized in net earnings $1,000,000, or $43,478 per mile, while those on the Harlem, from New York to Chatham, for the past six years, have averaged but $2,166 annually. This done, and a sale of the real estate not wanted by the Company, let us see what would be its condition, another year—September 30, 1861.

Earnings from traffic, moved by steam.	$1,200,000
Do. do. horses,	400,060
Total earnings	$1,600,000
Expenses, 50 per cent.	800,000
Net earnings	$800,000
From which deduct interest on 1st and 3d mortgage bonds and unsecured $4,500,000	315,000
Leaving for stockholders	$485,000

The business of the present fiscal year, now near its close, will show gross earnings of $1,150,000, at an expense of $700,000 for operating and repairs. The estimate for 1861—in view of the recent arrangements for through business, and that to be derived by an extension of three miles of its city track—is not an extravagant one, and is more likely to be exceeded than to fall short.

The funded debt and floating debt combined; the total cost, and the annual receipts of the New York and Harlem Railroad Company for the past five years have been as follows, (fractional parts of thousands omitted):

	Funded and Floating Debt.	Total Cost.	Annual Receipts.
1855	$4,069,000	$6,458,000	$1,184,000
1856	4,293,000	10,128,000	1,040,000
1857	4,901,000	6.112,000	1,027,000
1858	5,298,000	7,948,000	975,000
1859	5,353,000	8,019,000	1,076,000

In 1846, the Harlem shares were selling at 44*a* 57. In 1851, at 62*a*75½. In 1857, they dropped down to a minimum of 6*a*14. In the year 1859, they ranged from 9¼*a*13½, but have now reached 16*a*17 for Common Shares, and 44½*a*45 for Preferred. The road is 130 miles long to Chatham Four Corners, besides 29 miles of double track.—*N. Y. Courier and Enquirer.*

Norwich and Worcester Railroad.

The New York correspondent of the *Norwich Aurora*, speaking of the new line of boats building for the Norwich and Worcester route, says:

The citizens of Norwich should congratulate themselves upon the successful accomplishment of a scheme which will not only give them a commodious and easy transit to New York, but also place the Norwich and Worcester Railroad on a more permanent and paying basis. The keels of two of the finest boats that ever floated have been recently laid, and in due course of time will be placed on the route. They will be of nearly the length of the Commonwealth, with equal strength and speed, but without her great draught of water, enabling them at all times to run to Norwich. There will be every comfort carefully provided for in the construction of the new boats, without any attempt at tinsel or nonsense. We understand that the steamers will be warmed by steam, fitted up with wide, spacious berths, and water introduced in the same manner as in our best private dwellings. The partitions will be double and lined with felting, thus keeping them cool in Summer and warm in Winter, and greatly decreasing the hazards of fire. Large, spacious wash-rooms, smooking-rooms, &c., will be fitted up in such style as to make it a pleasure to travel. The *cuisine* is also to be arranged on the European plan, each article to be cooked to order, and on the trip to Boston a free lunch will be served at 12 o'clock.

General Railroad Intelligence.

The Pottsville *Miner's Journal* of 4th inst., says: "The Philadelphia and Reading Railroad Company have commenced constructing the Branch Road from Tuckerton, six miles above Reading, leading to the East Pennsylvania Road, about six from Reading. This branch will be two miles in extent, and will cut off twelve miles of the present distance from this region to New York, and will also avoid the heaviest grade on the East Pennsylvania Road, a short distance from Reading. It will be completed, we learn, in the course of the present year. This improvement is designed to send coal directly to New York in the Winter season, from this region.

Both the passenger and miscellaneous business of the East Pennsylvania Road is increasing monthly. It is one of the best constructed roads in the country, and if coal can be transported over it to any extent to advantage, will soon become a good paying road. By this route passengers can leave Pottsville at 2 o'clock P. M., and arrive in New York at 9¼ P. M.; returning, leave New York at 12 M., and arrive in Pottsvilee at 8 P. M.

The opening of the Dorchester and Roxbury Railroad, extending from the old terminus of Metropolitan Railroad to Dorchester, a distance of 1⅓ miles, took place on the 3d inst. It is leased to the Metropolitan Railroad Company for a period of five years.

We learn from the Charleston *Courier* that a contract has been entered into between the Charleston and Savannah Railroad Company, and Messrs. McDowell & Callahan, railroad contractors of Savannah, by which the latter are to construct across the Savannah River, an accommodation bridge, to be finished by the first of October. The contractors have engaged Messrs. Cameron & Co., of Charleston, to prepare for them the iron work necessary, such as the turn table or draw bridge, &c., amounting in the aggregate to about twenty-four tons of iron. The whole of the work is, under the specifications, to be submitted to the inspection of Mr. Muller, Assistant Engineer, and to be approved by the Chief Engineer, Major Manigault.

We learn that 17 miles of the Savannah, Griffin and North Alabama Railroad, beyond Newman, have been let to contract.

The opening of the Atlantic and Gulf Railroad to Valdosta, 155 miles from Savannah, was celebrated on the 27th ult.

The Bondholders of the Chicago and Northwestern Company are about to meet to act upon the original intention of extending the road about twenty-four miles to Appleton through Neenah. It. is understood that the right of way will be furnished by the people along the proposed line, and bonds will probably be issued at the rate of $8,000 per mile for ironing the road. By making this extension the company will secure the land grant for which scrip has already been issued, as well as seventy-two thousand acres additional.

The Council of Evansville has levied a special tax to pay the interest on the subscription of $100,000 to the Evansville and Crawfordsville Railroad, and to pay one-third of the principal—$33,333⅓—now due. The Indianapolis *Journal* says the principal, interest and exchange will amount to about $37,000. The special levy of forty cents on the $100 of taxables will yield a revenue of some $18,000. The remaining $19,000 will be provided for by an appropriation from a sinking fund and by a small loan. In a few years Evansville will have its railroad debt paid.

A bill endorsing $500,000 of the bonds of the Western Maryland Railroad has been passed, and is now a law. This road is now partly finished and some twenty miles of it working regularly. It runs from Baltimore to Hagerstown, a distance of eighty miles, penetrating the richest agricultural and mineral region of the State. With a branch, as contemplated, built from Hagerstown, fifty-five miles, to unite with the Manassas Gap Railway in Virginia, it will open up an unbroken line from Baltimore to New Orleans, shorter than any other now in existence. By connecting with the Franklin road from Hagerstown to Chambersburg, Pa., and there with the Cumberland Valley, that, too, with the Pennsylvania Central, and other roads running through Northern Pennsylvania and New York State, the Southern route must likewise be materially abbreviated to New York city and other points in the North. It will require about two million dollars to complete the Western Maryland. Most of it is now under contract and the residue, from Union Bridge to Hagerstown, forty miles, soon will be.

Another Trans-Isthmian R. R. in Embrio.

Mr. Dimitry, Secretary of the U. S. Legation to Costa Rica has returned home, and is bearer of dispatches to his Government. Among these, the most important is the full ratification by the Congress of Costa Rica of the grant of the right of way for a railroad across the Costa Rican territory to Ambrose W. Thompson and associates. The project when first submitted by President Montelegre to Congress met with great opposition, but finally, on the 4th July ult., was approved almost unanimously. The grant is for eighty years; the road-way is to be three hundred yards in width. A strip a mile wide on each side is set apart, and alternate sections a mile square on each side are donated in fee.

The other alternate sections are reserved to the government, but an equal quantity of the public lands in any portion of the Republic, at the selection of Mr. Thompson, are granted him in perpetuity. The ports at each end of the road are to be free ports throughout the term of the grant. The location of the road is to be between the Bay of Coronada and the Granada boundary line on the Pacific, and the point of Canta and said boundary line on the Atlantic. Costa Rica claims with great justice as her boundary a line drawn from the Escuada de Zeraga on the Atlantic to the point of Burisa on the Pacific. This gives the whole of the Lagoon of Chiraqui on the Atlantic, and the entire Gulf of Dolce, as well as two fine bays, in addition on the Atlantic, on which to terminate the roadway.

The road is to be first class; and the surveys are to be made within two years and built six years thereafter. The grantee is to maintain an efficient corps of police all along the line, to preserve order. He has the right to erect and maintain public hospitals at the termini. The troops and messengers of the government are to be carried over the road free of expense, but no foreign troops or munitions of war are permitted to pass over it without consent of Costa Rica. The road cannot be transferred to any foreign government. Contracts made by the grantee in foreign countries for service or labor shall have the same force in Costa Rica as in places of their agreement. Costa Rica is not to dispose of any of her lands, or give titles therefor, until Mr. Thompson has selected the quantity given in lieu of the alternate sections reserved to the government on the line of the road. A charter for the purpose of organization is given by Costa Rica, with all the powers and privileges as contained in the Chiriqui Improvement Company's charter, granted by the State of Pennsylvania, six per cent. of the net profits of the company are to be paid annually to Costa Rica; $50,000 are to be deposited within one year as a guaranty that the road will be made. This is to be returned without interest as soon as the road is completed. There is no other tax reserved upon the road or mails passing over it. In case there is any disagreement as to the meaning of the articles, the Supreme Court of Chili are to be arbitrators. This is considered to be the most liberal and valuable railroad grant which has ever yet been made across the great American Isthmus, and as placing Mr. Thompson in a high and independent position. He holds grants from New Granada which cannot legally be annulled, though efforts have been made to that end, while this of Costa Rica stands without conflict of any kind.

Hannibal and St. Joseph Railroad.

We find in the *Railroad Record*, of 2d inst., a letter signed "D.," dated St. Joseph, July 18, 1860, from which we copy the following paragraphs:

The completion of the Hannibal and St. Joseph Railway, has decided, I think, the eastern terminus of the Central Pacific Line, as well as opened up for settlement the immense and fertile territory of North Missouri, Southern Iowa, Nebraska, and Northern Kansas which before were almost inaccessible, except during a small portion of the year. This road consequently is destined to work a great revolution in all the territory named; and will furnish an immense outlet for the manufactures of Cincinnati, Pittsburg and St. Louis. Indeed its importance can hardly be estimated, for it is the last and greatest link connecting the East with the West. If you glance at the map of the *whole* United States, you will see that its western terminus is nearly in the *centre*, where the east and west meet, while its western termini at Quincy and Hannibal, grasp in their iron fingers the great arteries of trade and travel leading North, East and South.

Already this road is beginning to produce fruits at its Western terminus. St. Joseph, which a few years ago was a frontier trading post, has grown into a fine city, with 13,200 inhabitants, with all the appliances of civilization and refinement, and with a trade not surpassed by any other city of its class in the county. It has also called into existence the Platte Country Railway, which is designed to connect Council Bluffs, in Iowa, with Kansas City, along the eastern shore of the Missouri. This road is now open to the north of St. Joseph some 12 or 15 miles, and south 20 miles, to Atchison, and will, during the summer, be opened to Weston, some 15 miles further south. Operations have also begun at Council Bluffs, south, and before the close of 1861 we shall be able to go all the way by rail from Portland, Maine, via. St. Louis and Kansas City, or via. Hannibal and St. Joseph, to Council Bluffs, Iowa.

But it is west of the Missouri where we are to look for the grandest results. Already the iron horse has crossed that once formidable stream, and is now coursing out a dozen miles or so, on the plains in the direction of the gold mines, on the "St. Joseph, Marysville and Pike's Peak Railroad," which I have little doubt, will form a link of the first great chain of railway to connect the Atlantic with the Pacific.

Providence and Worcester Railroad.

This corporation have paid in cash $100,000 of the bonds of the company. The entire debt is now only $200,000, and this is in bonds maturing at different periods during the next four years. The company own 398 shares of their own stock, of the cash value of over $40,000.—*Providence Journal.*

Coal in Russia.

During the year 1858 there was an increase in the importation of coal at St. Petersburg; in 1857 there were imported 142,000 tons, and in the following year 270,000 tons, giving an increase in that city alone of 128,000 tons. There has been a considerable demand for them for the use of steamboats, manufactures, and to a certain exter , railways; they are also used in the workshops and factories. Till now it has been considered more economical and less injurious to the machinery to use wood; but as the supply cannot keep up with the demand, coal will become more general on Russian railways; but a few years will see large supplies sent from the Ural mountains. At present the pits can hardly be said to be properly worked, and from the defective means of transport they would be too expensive to be of any advantage. The Russian Government uses annually in St. Petersburg 85,000 tons, the price for steam pur-

poses being about 24s. per ton—for house purposes about 30s. per ton, delivered.

Macon and Augusta Railroad.

The Augusta *Chronicle* says that ground was broken on this road on the 21st ult.; that the work has been commenced in earnest, and is to be prosecuted with vigor. The force of 200 hands, with which the work was commenced, has since been nearly doubled. Mr. S. D. HEARD is President of the company.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending August 6, 1860.

BONDS.		Per cent.	
Little Miami, 1st Mort.	6s	87	and int.
Covington and Lexington, 1st Mortgage	6s	73	"
" " " 1st "	7s	83	
" " " 2d "	7s	74	"
Ohio & Miss., E. D., Construction	7s		
" " 2d Mort.	7s	75	
Indianap. & Cincinnati, 1st Mortgage	7s	85	
" " 2d do.	7s	75	
Cinc., Ham. and Dayton, 2d Mortgage	7s	85	and int.
" " " 1st "	7s	98	"
Dayton and Western, 1st Mortgage	7s	65	
" " 2d "	7s	45	
City of Cincinnati, Railroad	6s	85	
Indiana Central, 1st Mortgage	7s	75	
" " 2d "	10s	70	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 75¼
Columbus and Xenia	84
Indianapolis & Cincinnati	41
Little Miami	85
Ohio and Miss. R. R. Trustees Scrip	12½
Ohio and Mississippi	14
Farmers' Bank of Ky., Ex Div.	121

Railroad Earnings.

The earnings of the Troy and Boston Railroad for May and June were as follows:

	May.	June.
1860	$26,842 20	$27,446 84
1859	21,181 98	21,956 44
Increase	$3,660 22	$5,490 42

The earnings of the Dubuque and Pacific Railroad for June, were $10,389 34, and the current expenses, $4,503 14. Net profit for the month, $5,894 31.

The following statement exhibits the earnings of the Milwaukee and Mississippi Railroad for July, in comparison with the earnings for the corresponding month of last year:

	1860.	1859.
Freight	$20,641 07	$24,294 65
Passengers	13,829 86	19,704 42
Mails	3,356 88	1,835 42
Total	$37,827 81	$45,834 49
Decrease		$8,006 68

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for July, 1860, compared with the same month of last year:

	1859.	1860.
Passengers	$13,529 69	$14,473 74
Freight	24,611 87	29,365 95
Other sources	1,686 86	1,686 85
Total	$39,828 42	$45,526 54

The earnings of the Cleveland and Toledo Railroad for July, 1860, were $50,639
July, 1859 45,963
Increase $4,675

The earnings of the Chicago, Burlington and Quincy Railroad line, in the month of July, were:

	1859.	1860.
Freight	$55,616 29	$113,212 00
Passengers	41,397 64	36,748 80
Mails and miscellaneous	3,869 68	4,762 61
Total	$100,883 61	$154,723 41
Increase		$53,839 80

The earnings of the Hudson River Railroad for July, 1860, were $140,865 92
July, 1859 125,304 57
Increase $15,561 35

The earnings of the Michigan Central Railroad, in July, 1860, were $128,383 28
July, 1859 108,303 94
Increase $20,079 34

The earnings of the Chicago and Rock Island Railroad for July 1860, were $80,609
July, 1859 65,831
Increase $14,778

The earnings of the Galena and Chicago Union Railroad for July were:

	1859.	1860.
Freights	$49,509 96	$46,467 07
Passengers	32,865 44	27,375 05
Mails, etc.	6,151 66	5,000 00
Total	$88,527 06	$78,842 12
Decrease		$9,684 94

Corrected earnings for the previous month, $93,448 90.

The earnings of the St. Louis, Alton and Chicago Railroad, for July, were:

Passengers	$30,455 13
Freight	49,214 90
Mails and express	3,449 76
Total	$83,119 79
Corresponding period in 1859	58,801 00
Increase in 1860	$24,318 79

The traffic of the Great Western Railway of Canada for the week ending July 27, 1860, was as follows:

Passengers	$16,973 35
Freight and live stock	10,408 20
Mails and sundries	1,301 67
Total	$28,683 22
Corresponding week last year	26,636 68
Increase	$2,046 54

The receipts of the Grand Trunk Railway of Canada for the week ending July 21, were $50,760 27
Week ending July 23, 1859 37,434 65
Increase in 1860 $13,325 62
Total traffic from July 1st, 1860 $157,907 64
Same period last year 116,544 37
Increase $41,363 27

The earnings of the Toledo and Wabash Road for July, 1860, were as follows:

From Passengers	$19,400 55
" Freight	61,320 86
" Express	1,300 00
" Mails	2,016 66
" Other sources	841 10
Total	$84,879 17
July, 1859	59,141 28
Gain in July, 1860	$25,737 89

The net receipts of the Harlem Railroad Company for July were as follows:

July, 1860	$100,039 96
" 1859	91,189 78
Net increase	$8,850 18

The receipts of the Chicago and Northwestern Railroad Comp'y for July, 1860, were $39,840 68
July, 1859 24,274 10
Increase $15,566 58

The receipts of the Grand Trunk Railway of Canada, for the week ending July 28th, 1860, were $54,471 99
Corresponding week, 1859 44,364 69
Increase $10,107 30
Total traffic from July 1, 1860 $212,379 63
Do. for same period last y... 160,909 06
Increase $51,470 57

The following is a comparative statement of the earnings of the Indianapolis and Cincinnaii Railroad (exclusive of mail and express) for the months of July, 1859 and 1860:

	1859.	1860.
Passengers	$11,167	$12,819
Freight	14,046	16,786
Total	$25,213	$29,605
Increase in 1860		$4,392

Marietta and Cincinnati Railroad.

An election for Directors was held by the Trustees (Noah L. Wilson, President), and 149,133 shares were voted. The entire interest of $7,800,000 was represented, with the exception of about $200,000. Most of the shares were represented by proxies. The following gentlemen were chosen Directors:

E. W. Fernie, T. W. Powell, Wm. Ferguson, London; Noah L. Wilson, John Madeira, Chillicothe; David Gibson, Wm. F. Roelofson, Wm. P. Hurlburt, S. B. Keyes, Wm. Glenn, Cincinnati; Douglas Putnam, Wm. B. Cutter, Marietta; F. J. Hezeltine, Zeleskie.

Among the large number of shareholders who were represented by proxy, we observe the names of Prince Ladislaus Czartoryski, Prince Adam Sapeha, Prince Alexandre Petzezdziecki, and Count Jean Zamorysky. The aggregate of interest represented by the proxies of these German princes, in the election, was about $300,000.

Mr. John Brough, formerly President of the Madison and Indianapolis Railroad, and who afterwards occupied the same official position on the Bellefontaine and Indianapolis Railroad, under a new arrangement, has been elected President of this company. The Cincinnati *Gazette* of August 2d says respecting the action of the stockholders on the purchase of the Union and Hillsborough Railroads:

The stockholders met yesterday morning, and received and discussed a proposition for the sale and transfer of the Union Railroad, from Scott's Landing to Belpre, to the new organization, and the Directors were authorized to conclude the purchase upon the terms proposed. This the new Board of Directors have done. The stockholders also authorized the purchase of the Hillsboro' road, from Hillsboro' to Loveland, upon terms which had been agreed upon by the Boards of both the Hillsboro' and Marietta roads.

They also approved of the proposition, and authorized the Board of Directors to take the necessary measures to increase the capital from $8,000,000 to $10,000,000.

They further authorized the Directors to raise a loan of $3,300,000, by giving a mortgage, which shall be the first and only mortgage upon the entire property, for the purpose of placing the road and equipments in thorough repair, and completing the enterprise as originally completed.

As this mortgage will be the first and only one upon a property that has cost over $15,000,000, there will be no difficulty in obtaining the loan, and in fact we believe the Board know now where the money can be obtained.

Railroads of the State of New York.

(Continued from p. 677.)

Corporate Titles of Companies.	Capital.				Cost of Road and Equipm't.	Length of Road.	Gross Earnings.				Operating and Repairs.	Earnings less Expenses.	Dividends.	
	Share Capital.	Bonded Debt.	Floating Debt.	Total.			Passenger.	Freight.	Mails, etc.	Total.			Amount.	Rate
1859.	$	$	$	$	$	M.	$	$	$	$	$	$		p. c.
Albany Vermont and Canada	439,005			439,005	2,010,634	32.95	54,381	24,694	5,045	84,119	72,904	11,215	*nil.*	*nil.*
Albany and West Stockbridge	1,000,000		1,389,559	2,389,559	2,389,559	38.00						142,373	60,000	6
Black River and Utica	804,618	700,000	8,158	1,512,806	1,237,553	37.53	35,874	24,885	2,182	62,941	29,980	32,961	*nil.*	*nil.*
Blossburg and Corning	250,000	220,000		470,000	496,661	14.81	3,440	23,052	366	26,858		26,358	12,500	5
Brooklyn City	1,000,000			1,000,000	1,054,107	20.15	463,070		8,372	471,442	346,037	125,405	80,000	8
Broadway	199,000	14,000	559	213,559	213,069	4.50	29,593		211	29,804	23,280	6,524	*nil.*	*nil.*
Brooklyn and Jamaica	284,000	85,000		369,000	369,000	11.00						33,300	25,636	9
Buffalo and New York City	379,568			379,568	379,568	78.00	148,353	372,654	20,242	541,249	368,928	172,321	*nil.*	*nil.*
Buffalo, New York and Erie	680,000	2,410,721	252,142	3,342,863	3,150,762	142.00							"	"
Buffalo and State Line	1,934,950	1,049,000	161,263	3,145,213	2,779,994	68.34	391,215	439,453	17,574	848,242	429,938	418,304	216,000	12
Cayuga and Susquehanna	687,000	411,000		1,098,000	1,095,600	34.61						54,600	30,915	4½
Chemung	380,000	70,000		450,000	400,000	17.36						30,000	22,800	6
Eighth Avenue	800,000			800,000	769,550	5.09	379,500			379,500	252,871	126,629	100,000	13
Elmira, Jefferson and Canandaigua		300,000		300,000		46.84						25,000	*nil.*	*nil.*
Flushing and New York						7.80							"	"
Genesee Valley	102,380	165,000	42,500	309,880	329,225	15.53				5,826	5,826		"	"
Hicksville and Cold Spring	27,820	17,190	253	45,263	45,263	4.00						3,168	1,946	7
Hudson and Boston	175,000			175,000	175,000	17.33	14,805	48,123	875	63,803	51,804	11,999	10,500	6
Hudson River	3,772,063	8,842,000	414,654	13,028,717	11,388,279	144.00	1,079,662	712,382	50,582	1,842,626	1,078,530	764,096	*nil.*	*nil.*
Long Island	3,000,000	636,938		3,636,938	2,566,270	86.50	192,847	127,662	13,686	334,195	228,486	105,709	"	"
New York Central	24,000,000	14,333,771		38,333,771	30,840,713	555.88	2,566,688	3,337,148	297,330	6,201,166	3,349,429	2,851,737	1,679,782	7
New York and Erie	11,000,000	25,326,505	2,074,795	38,401,300	35,320,907	465.00	1,154,083	3,195,869	132,197	4,482,149	3,209,008	1,273,141	*nil.*	*nil.*
New York and Harlem	5,717,100	5,446,689	188,573	11,352,362	8,019,671	132.87	490,616	506,841	79,365	1,076,322	695,996	380,326	"	"
Niagara Bridge and Canandaigua	1,000,000			1,000,000	3,210,616	100.21						60,000	"	"
Niagara Falls and Lake Ontario	188,620	200,000	36,717	425,337	425,337	13.15							"	"
Ninth Avenue	797,360			797,360	362,694	3.50	8,522			8,522	5,088	3,434	"	"
Ogdensburg (Northern)	1,500,000	1,494,900		2,994,900	4,799,287	121.75	74,961	292,736	15,235	382,932	262,083	120,849	"	"
Oswego and Syracuse	396,340	218,500	10,875	620,715	775,677	35.91	63,112	40,609	5,431	109,152	48,323	60,829	38,592	8
Plattsburg and Montreal	300,000			300,000	349,775	23.17				22,276	20,687	1,589	*nil.*	*nil.*
Potsdam and Watertown	665,419	911,000	192,748	1,679,267	1,594,956	75.36	51,339	42,413	6,295	100,047	52,466	47,581	"	"
Rensselaer and Saratoga	610,000	140,000		750,000	901,025	25.26	129,001	80,200	26,701	235,902	159,387	76,515	36,600	6
Rochester and Genesee Valley	557,560	150,000	23,493	731,053	653,927	13.45	28,412	14,364	1,444	44,220	19,559	24,661	*nil.*	*nil.*
Sacketts Harbor and Ellisburg	167,485	278,400	56,810	502,695	389,310	18.50							"	"
Saratoga and Schenectady	300,000	85,000		385,000	480,684	21.50						30,150	22,500	7½
Saratoga and Whitehall	500,000	395,000		895,000	895,421	47.52	88,513	61,829	8,757	154,099	121,790	32,309	*nil.*	*nil.*
Second Avenue	800,000	350,000		1,150,000	1,051,853	8.00	259,101		3,065	262,166	180,644	81,522	51,544	8
Sixth Avenue	750,000			750,000	877,336	4.00	323,956			323,956	216,685	107,271	90,000	12
Syracuse, Binghamton and N. York	1,200,130	1,643,123	146,079	2,989,332	2,851,292	80.94	82,374	107,399	5,729	196,402	84,247	112,155	*nil.*	*nil.*
Third Avenue	1,170,000	110,600		1,280,600	1,564,098	7.95	498,705		4,246	502,951	307,188	195,763	117,000	10
Troy and Bennington	75,350	172,000	150	247,500	285,987	5.38						15,154	*nil.*	*nil.*
Troy and Boston	604,911	806,500	249,676	1,661,087	1,510,518	34.91	95,219	113,382	10,088	218,689	167,079	51,610	"	"
Troy and Greenbush	275,000			275,000	294,731	6.00						19,250	19,250	7
Troy and Rutland	249,939	100,000		349,939	349,939	17.27						20,996	*nil.*	*nil.*
Troy Union	30,000	680,000		710,000	723,114	2.14			51,816	51,816	51,816		"	"
Union (Ramapo)	50,000			50,000	50,000	0.25						3,500	3,500	7
Watertown and Rome	1,498,500	685,000		2,183,500	2,[illegible]502	96.76	142,697	204,156	16,141	362,994	208,243	154,751	"	"
Total	70,209,168	68,512,837	5,048,933	143,770,938	131,538,380	2,734.97	8,841,606	9,746,299	817,069	19,404,474	12,048,302	7,815,055	2,619,065	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance, Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '61	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '61	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '61	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
6 Dec. '61	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	....
.. .. ..	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	....	....	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	904,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	83,038	5,582,431	74.0	432,024	828,692	315,832	8	....
31 Mar. '58	50.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	787,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
.. .. 59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	—	45.1	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	96.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	.....	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	18	16	171		Macon and Western	1,500,000	*		1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	....	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	3	4	33		Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	55.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,753	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	86
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,232	135,284	—	....
.. ..	138.0	—	....	75.0	—	—	—	Chicago and Northwestern	.....	.....	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	82
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	76½
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	81½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,866,252	208.5	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	19	21	278		Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	23	19	313		Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,456,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	845,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,847,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	18	25	298		Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	.....	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,207,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,856	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	6,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '59	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities).	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25.437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	.....	.....	.....	Penobscot	308,413	—	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	70
30 Sep. '59	80.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	21½
								MASSACHUSETTS.														
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601.360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	104
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540.372	860,119	394,475	8	109
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	108
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	82½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	100
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	663,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,560	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	148	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32.480	48,356	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,886	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	112½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,499	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	59½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	19
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239.585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456.949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,859	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497.269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	28.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r.by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353.000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	390,140	421,120	46,399	866,659	28.5	32.618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334.532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r.by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4.182	16,003	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	—	—	—	—	—	525,205	ope	r.by Eas	tern Ma	ss.	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r.by Con	cord.	88,577	8	100
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	34.170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82 0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	120
1 Mar. '60	—	—	—	2.9	.....	.....	.....	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,369	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28.716	395,457	—	—	—	—	—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	59½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	.....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	.....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,587,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	87½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	26
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	17
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b.Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	686,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
— — '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,042	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	118 2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,643,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	75
— — '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	94
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	45½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	84
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
— — '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,466	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	84½
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,987	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
— — '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	.....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	.....	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	.....
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	77½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	48
30 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	437,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	43.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,306	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	353.204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536.654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,863,000	1,423,299	10,276,299	166.0	617,262	702,271	115,676	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	70
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	64
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	52
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	60,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	7
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	362,213	.....	.....	—	—
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	—
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	.....	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	.....	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	.....	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,856	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,020,000	48.7	.....	1,925,444	1,280,160	15	122½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	57⅞
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	88⅛
" "	700,000	6	1880	87
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60)				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87⅛
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	90⅜
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	86⅜
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72⅛
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77⅛
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	65
2d Mortgage	------	---	------	----
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	102⅛
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87⅛
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98⅜
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,600,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	96
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 54 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	1881	----
2d Mortgage (convertible)	757,000	7	------	72
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93⅛
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	100⅛
3d Mortgage	1,840,000	7	1875	91⅞
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1863	60⅛
Construction	12,585,000	7	1875	94⅛
Construction	4,115,000	6	1875	95
Free Land	3,000,000	7	1860	102⅛
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	80
2d Mortgage	284,500	10	------	75
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	79
2d Mortgage	400,000	7	------	71⅛
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	280,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		40
1st Land Grant (Western Div.)	4,000,000	†		26
2d Land Grant (Western Div.)	353,600	†		26
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6		84½
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		85
1st Mortgage (convertible)	500,000	8		97½
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		97¼
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	80½
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	
1st Mortgage (convertible)	650,000	8†	1863	52½
1st Mortgage (convertible)	1,250,000	8†	1877	52½
South-West Branch	350,000	8†	1866	52½
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	‖		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	
New Convertible	3,000,000	7	1864	101½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	101
3d Mortgage (convertible)	6,000,000	7	1871	47
4th Mortgage (convertible)	3,729,000	7	1880	69
5th Mortgage	1,277,000	7	1883	94½
Unsecured (convertible)	2,618,000	7	1871	50
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	51¼
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,155	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,955,500	6		81
2d Mortgage	461,378	8		92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	74
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1860	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1853	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	76
2d Mortgage (convertible)	2,000,000	7†	'68-'70	46
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill,)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Cterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending August 8, 1860.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Federal Stocks:—						
U. S. 5s, 1874	101⅛	----	----	----	102	103½
U. S. 5s, 1865	----	----	----	----	----	----
State Stocks:—						
California 7s	89½	89¼	----	----	----	----
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2⅓s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	104½
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	105	----	----	----	----	----
Missouri 6s	81½	81½	81½	81	81½	81½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	106
North Carolina 6s	96⅝	96⅝	96⅝	----	96⅝	96⅝
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90½	89⅞	90	90	89⅞	90
Virginia 6s	91	----	92½	92½	91½	91⅝
Railroad Shares:—						
Chicago, Burl. and Q.	85	84⅛	83⅜	85⅛	86½	86
Chicago and Rock Isl.	79½	78⅜	81½	----	82	82
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	115	----	----	----	----	----
Clev. and Pittsburg	10½	10⅞	11½	12	12	11½
Clev. and Toledo	39	38½	40⅞	43	45½	46
Del., Lack. and West.	95	----	----	----	----	----
Galena and Chicago	74	73⅜	74	76	76⅜	77
Hudson River	57⅛	57⅛	----	57⅜	60	60
Illinois Central (scrip)	75	75⅛	77⅛	80	82	81½
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	61	61½	62	66	68	66
M. S. and N. I. guar'd,	45	44⅛	44	47½	50	49½
M. S. and N. I.	18½	18⅜	17⅛	18⅛	19½	19⅜
Milwaukee and Miss.	12⅜	13⅛	14⅛	14⅛	14	13⅛
New Jersey Central	----	----	----	----	----	----
New York Central	84⅛	84⅛	85	85⅛	87	87⅛
New York and Erie	22⅛	23⅛	24	24⅛	26½	26⅛
N. York and Harlem	16⅛	16⅛	16⅛	16⅛	17	16⅛
N. Y. and H. "pref."	45⅛	45⅛	46⅛	48⅛	50	----
Panama	124	122½	123⅛	122½	124	122½
Phila. and Reading	47⅛	45⅛	47⅛	47⅛	47⅛	48
Railroad Bonds:—						
Chic. and N. W. 1st M.	63	63	63	----	64	64
" " 2d M.	35	35	----	----	----	35
" " S. F.	83	----	80	82	82	82
Cl. & Tol. S. F. 7 p.c. '85	78	79	----	78½	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	102	----
" 2M. 8p.c. '81	----	----	102	102	----	102
Gal. and Ch. 1M. 8p.c. '63	----	----	96	----	----	96
" 2M. 8p.c. '75	----	----	93	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	73½	72⅛
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. 7p.c. '60	96½	----	----	----	----	----
" 3M. 7p.c. '75	91⅛	----	92	----	----	92
Illinois Centr. 7 p.c. '75	95	95	----	----	94⅛	94⅛
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	77	77½	77	78	78	79
" " 2 M.	45⅛	45⅛	45⅛	47	47	50
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	100	100
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	68	67	67	68⅛	68⅛	70
" " S. F.	----	81⅛	----	----	----	----
M. S. & N. I. 1 M. S. F.	82	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	84	84⅛	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	104	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	95	----
" 1 M. 7 p.c. '64	105	----	102½	----	102½	----
N. Y. & E. 1 M. 7 p.c. '67	----	102⅜	----	----	102½	102½
" 2 M. 7 p.c. '59	----	----	----	----	102	----
" 3 M. 7 p.c. '71	----	96	97	----	97	----
" 4 M. 7 p.c. '80	----	----	----	----	80	80
" 5 M. 7 p.c. '83	----	75	75⅛	76	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	51	----	51	51	----
" S. F. '75	----	----	----	----	----	51½
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	----	96	----
" 3 M. 7p.c. '67	----	84	----	----	----	85
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	80	----	----	80½
" " 2M. 8s '70	----	----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank	102½	102½	----	102½	----	102½
America, Bank of	----	----	----	----	111½	----
Commerce, Bank of	100½	100	----	----	----	100
Merchants' Exch. B'k	----	99	----	----	99	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	113	----	113	----	113
Mining Stock:—						
Pittsburg	55	55	----	56	58	----
Rockland	26	26	----	26	25	25
Columbian	----	3½	----	3	3	----
Minnesota	----	76⅛	----	----	78	----
Isle Royale	15	15½	----	14	13½	12½
Miscellaneous:—						
Del. and Hud. C. Co.	96½	96	96½	96½	96½	96½
Cumberland Coal Co.	----	----	----	----	----	----
Penn'a Coal Co.	86⅛	86⅛	86½	----	----	----
Pacific Mail S. S. Co.	----	82½	82	80½	78	78½
Canton	----	----	----	----	----	----
Brooklyn Water W's	----	----	----	----	102½	----

The following are the closing prices in the London Market on the 26th July:

United States 5 p. c. red. '74	92½	to	93½
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	82	to	84
Do. do. Fr. L'd red. '60.	91	to	94
Do. $100 shares, $70 p'd.	37	to	31½
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1882	87	to	89
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	9	to	13
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	74	to	78
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	85	to	89
Do. 3d do. 1883, assented	79	to	81
Do. Bonds, 1862, '71, '75 do.	42	to	47
Do. Shares, assented	19	to	20
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, August 11, 1860.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

Long Island Railroad.

Arrangements for the accommodation of the traffic of this road at the Hunter's Point terminus are progressing favorably under the direction of the company, and will shortly be completed. An engine house—a fine brick structure 80 by 35 feet—with the necessary turn-tables, and other apparatus for housing and repairing the locomotives, etc., has been erected. A large depot building, about 800 feet long, intended for the use of passengers, for freight accommodations and offices, is also nearly completed. The frame is constructed of heavy timber, and the whole is covered with slate to render the roof fire-proof. Excavations in front of the wharf, on the same pier with the landing of the Thirty-fourth street ferry, have secured the required depth of water for vessels calling to land and receive freight. At the end of the pier there is a natural depth of about fifteen feet. The work on the railroad is also progressing. A large portion of the grade is completed from Jamaica to Hunter's Point. A large force of men is engaged on the road, which will be finished this month. The iron for the rails is nearly all delivered, and the ties have been distributed along

the road at different points. The laying of the track will have been commenced in about ten days, at three different places, viz., Jamaica, Hunter's Point and Winfield. It will require about thirty days' time for the completion of the work, so that the cars will probably be running by the latter part of September. Already considerable activity is apparent about the new terminus, in anticipation of the business which will spring up when the change occurs. A handsome building of brick and stone is going up on the opposite side of Newtown Creek, for the glass manufactory already in operation there. Lumber, lime and cement depots have also been established to supply building materials on the spot, and hotels and boarding houses are in progress of erection.

Railroads in Texas.

We gave last week a communication from G. W. R. Bayley, Esq., Chief Engineer of the New Orleans, Opelousas and Great Western Railroad, to Wm. G. Hewes, Esq., its President, in reference to his examination of the condition and prospects of the Texas railroads generally—but with particular reference to the Texas and New Orleans Railroad, and its tributary connections. In this week's issue, we give another letter from Mr. Bayley to Mr. Hewes, upon the same subject, but with particular reference to their own road, to which not only all the railroads of Texas, which will pour the wealth of that State into the lap of New Orleans will be tributary, but, also the Texas and New Orleans Railroad itself, through which and over which all these rich harvests must necessarily pass. These letters are thus referred to in the columns of the New Orleans *Picayune:*

Two letters from Mr. Bayley, Engineer-in-Chief of the Opelousas Railroad, furnished for publication by Mr. Hewes, President of the company, will be found in this morning's paper. They present full and very interesting information on the state of forwardness of the railroad connections which are to open New Orleans to the interior of Texas. Few of our citizens, even the most attentive to the progress of these works, are aware of the success with which the energy of Texas is put forward in railroads, and blending them into one branch of communication with the Opelousas Railroad at Iberia, and thence by that road to the city of New Orleans.

Inquiries have been made through the Texas press as to the arrangements for extending the Opelousas road from its present terminus at Berwick's Bay to New Iberia, the point of junction with the Texas road. The Engineer of the company now states that the whole line is under contract; that the work is prosecuted at three several points; that the cross ties and part of the rails are contracted for; and it may be set down as sure that the road will be entirely completed and in running order by the 1st of July next.

On the same authority, and from a recent personal inspection of the works in progress in Texas, it is stated that the whole line of roads from New Iberia to Houston, in Texas, will be also completed in 1861, giving us a direct railroad between these two places—347 miles long—viz: New Orleans to New Iberia, 125 miles; New Iberia to the Sabine, 116 miles; the Sabine to Houston, 106 miles.

At Houston this road makes its connection with the whole system of Texas roads, completed and in progress, and receiving numerous feeders, which come in from various directions, to pour the commerce of that immense State into one great channel, whose natural and necessary terminus is New Orleans.

This is the general result, of which these letters assure us of the speedy accomplishment, in the finishing of a few works already constructed, in whole or in part, and for which provision is made under capable and enterprising managers. These things are no longer prophecies, promises, or dreams. They are so nearly realities that we may congratulate ourselves that the time is short before we can enter into the enjoyment of the incalculable advantages of direct and speedy communication with the whole of Texas—a State of marvelous growth already, and which needs only this increase of such facilities to advance with an accelerated ratio in production, population, and wealth.

New York Canal Tolls.

The tolls received on all the canals of the State in the month of July, 1860, were $368,624 81
Do. in 1859.... .... 202,506 89

Increase in 1860.... ....$166,117 92

—or 82.03 per cent.

The receipts of tolls to 1st August in the years named were:

1860....	$1,154,457	1855.....	$1,107,242
1859....	686,249	1854.....	1,261,801
1858....	915,132	1853.....	1,387,992
1857....	835,983	1852.....	1,337,530
1856....	994,368	1851.....	1,520,376

Tolls were reduced in 1852, and again in 1858 and 1859. Tolls were raised in 1860, partially.

Loss of tolls in 1860 comp'd with 1851..		$365,819
Gain of tolls in 1860 comp'd with 1859..		486,206
Compared with 1858....		239,325
Do.	1857....	318.474
Do.	1856....	160,089
Do.	1855....	47,215

Michigan Southern and Northern Indiana Railroad.

The earnings of this road for July were as follows:

	1859.	1860.
Passengers....	$49,153 67	$52,260 97
Freight....	41,821 57	62,981 68
Miscellaneous	10,735 02	6,437 85
Total.....	$101,710 26	$121,580 50
Increase....		$19,870 24

The miscellaneous receipts, it will be noticed, are smaller than last year. This occurs, and will for future months, inasmuch as under the new system of keeping the accounts of the Company, these receipts are mostly credited to the different accounts of expenditures, thus reducing expenses nstead of swelling receipts.

New Jersey Central Railroad.

In addition to the finances of this company given last week, we annex the following statement for the six months ending June 30, compared with the corresponding six months of 1859:

1860.	Passenger.	Merc'dise.	Coal.	Mails &c.
Jan..	$11,965.39	$25,807.72	$35,795.48	$1,536.74
Feb..	10,360.11	26,718.74	37,770.81	962.30
Mar .	13,702.46	32,496.75	55,953.42	1,522.70
April.	15,590.24	33,819.33	48,339.00	1,240.39
May .	16,177.55	39,311.21	52,095.07	1,869.56
June.	18,490.43	27,695.52	58,222.17	1,393.94
Total..	86,286.18	185,849.27	288,175.95	8,525.68
do. '59	81,435.96	175,821.89	183,684.89	7,232.15
Incr'se.	4,850.22	10,027.38	104,491.06	1,293.48

	Total, 1860.	Total, 1859.	Increase.
January ..	$ 75,105.33	$61,145.27	$18,960.06
February .	75,811.96	65,809.06	10,002.90
March....	103,675.33	74,519.14	29,156.19
April	98,688.96	81,824.95	17,164.01
May	109,453.39	86,191.06	25,262.33
June....	105,802.06	80,685.41	25,116.65
Total.	$568,837.03	$448,174.89	$120,662.14
Do. '59...	448,174.89	....	....
Increase..	$120,662.14	....	....

Brooklyn City Railroad Company.

The monthly earnings of this road for the past five years has been as follows: There has been, it will be seen, a steady increase of receipts, larger in the present year than in any previous one. The expenses of operating this road are 72 to 73 per cent of the gross receipts, and the dividends regularly paid are 8 per cent. The amount earned is about 12 per cent. The Company has no floating or funded debt.

EARNINGS BROOKLYN CITY RAILROAD.

	1856.	1857.	1858.	1859.	1860.
Jan....	$22,257	$24,515	$26,880	$32,530	$36,655
Feb....	13,808	23,859	21,688	28,774	32,447
March .	21,264	25,644	26,508	35,823	38,513
April ..	26,918	29,370	30,195	37,319	39,827
May...	31,032	34,375	34,328	42,376	44,687
June...	30,765	37,317	38.005	43,693	49,308
July...	34,925	38,350	39,491	45,967	51,208
August.	30,621	37,976	40,728	45,859	....
Sept...	30,811	37,621	39,448	44,358	....
Oct....	32,893	33,235	39,253	44,896	....
Nov....	28,858	28,384	33,754	39,897	....
Dec....	27,823	26,491	33,364	36,596	....
Total .	$331,805	377,497	403.552	478,088	290,645

Norwich and Worcester Railroad.

The earnings of this road for the year ending June 1st, 1860, were $353,898 26
Expenses.... .... 211,485 37

Total $142,412 89
Interest for the year 41,239 81

Net income.... ....$101,173 08

This shows net earnings of nearly five per cent. on the par value of the stock notwithstanding large amounts have been expended during the last year in motive power and rolling stock, all of which has been charged to expense account. The road is in good condition, being equipped equal to any road in New England, and has no floating debt. The funded debt, amounting to only $545,410, is provided for by a sinking fund. The report says:

"The business of the road is increasing, as will appear from the earnings of the past year, compared with former reports of earnings. There are now building on the line of the road (with mills that were completed a few months since), an amount equal to 1,800 looms of cotton machinery. In view of this additional machinery on the line of road, with the impulse given by having a line of new boats (to through travel), we may safely expect a large increase of business."

Lexington and West Cambridge Railroad.

The annual meeting of this company was held in Boston on the 3d inst., Hon. Charles Hudson, the President, submitted the annual reports of the Directors and Treasurer.

The gross receipts of the year, to July 1st, after paying the Fitchburg Railroad for hauling cars is $17,026 54. Expenses including the above stipend to the Fitchburg road, $13,795 01; leaving a balance of $3,261 53, which will be increased some $2,000 in case the lawsuit now pending with the Fitchburg road, terminates favorably to this company. The road is free from debt exceeding $1,000, except so far as the unpaid dividends to its stockholders. The rails and stock of the company generally are in good condition, and they have on hand $1,000 worth of fuel.

The proposition of leasing the road for a term of years was referred to the Directors with full power.

The stockholders then balloted for Directors, resulting as follows:—Hon. Charles Hudson, Joseph N. Howe, Samuel Butterfield, Addison Gage, A. W. Farren, James Dana and Arthur T. Lyman.

Eastern Texas Railroad.

The Henderson and Mexican Gulf Railroad has been recently re-organized under the title of the Eastern Texas Railroad, of which Gen. H. H. Edwards, of Nacogdoches, Texas, is President. About 30 miles of its line, from Sabine Pass to Beaumont, is graded. The company is now in the market for the purchase of rails, for which it has the State loan of $6,000 per mile, and the usual quantity of land, a portion of which is already located on the line of the road. The road is to be continued northward, and a large force is to be immediately placed on it. It is designed to construct the road as far as Nacogdoches, if not to the northern boundary of the State.

Philadelphia and Baltimore Central R. R.

Another meeting of the stockholders of this road was held at Avondale, on the 21st. A large number were in attendance, and much interest was evinced as to the future prospects of the road. A committee was appointed to devise measures to extricate the company from its present embarrassments. The plan recommended by the committee was to raise $120,000 by selling the bonds at 70 per cent.; the Philadelphia and Westchester Railroad Company to take bonds for the freight carried over their road for three years, and the bondholders to take scrip for the interest, or new bonds. The plan was adopted, and a committee of twelve appointed to carry it out. The meeting then adjourned to August 4th.

The road is now in operation to Avondale, a distance of 38 miles from Philadelphia.

Troy and Greenfield Railroad.

The Greenfield (Mass.) *Gazette* says: Mr. Haupt, the contractor of the Troy and Greenfield Railroad, has made a contract with the Rensselaer Iron Works of Troy, N. Y., for the iron rails for the thirty miles of the road from Greenfield to the east end of the tunnel. The rails for the first four miles of the road, from Greenfield to the Stillwater bridge, are to be delivered at Greenfield by the first of October. A steam drill, now nearly perfected, will at an early day be introduced into the tunnel, and the work advanced at a very rapid rate. Not over five years will elapse before the iron horse will be snorting through the bowels of Hoosac Mountain.

Memphis and Charleston Railroad.

The receipts of this road for the year ending June 30, 1860, were:

From passengers	$975,259 83
" Freight	582,573 26
" Mail	55,175 00
" Express	17,488 38
" Privileges	480 00
" Rents and tolls	4,220 70
	$1,635,096 67
Total expenditures	761,500 00
Net earnings	$873,596 67

Southern Minnesota Railroad.

A correspondent of the Milwaukee *Wisconsin* writes as follows in relation to the Southern Minnesota Railroad:

"The bed, bridges and ties are all ready to receive the rails and locomotives. All that is now needed to make this road complete to Houston—twenty miles—is capital sufficient to buy iron and cars to put in running order. The officers of the road are all men of property, who have invested and lost in Minnesota real estate. They did all in their power to build up that section of the country, but when the panic came, it swept all their plans into the realm of confusion and ruin.

The depot grounds are all laid out a short distance south of La Crescent, while the main stem of the road debouches on an island directly opposite La Crosse. The cost of this work has already been heavy, as the grade is raised from eight to ten feet for several miles through a marsh, and the number of bridges built is greater than usual on railroad lines in the West."

Catawissa Railroad.

This company was re organized on the 4th inst., by the election of the following officers:

President—T. Haskins Du Puy.

Directors—Samuel V. Merrick, Charles Macalester, James S. Cox, William Schott, of Philadelphia; Joseph Paxton, of Catawissa; Robert Bayard, of New York.

Secretary and Treasurer—William R. Fisher.

The *Ledger* says: "Mr. Du Puy's vote on $840,000 1st mortgage is 1,295, votes on other interests 987, in all 2,282 votes. Mr. Hutchinson's vote on $320,000 1st mortgage is 613, votes on other interests 129, in all 742 votes. We believe there was some division of the vote for directors, and though all of the candidates on the Du Puy ticket are elected, as we are informed, they did not all receive as large a majority as did the candidate for President. This important link of railroad is now in the hands of men having all the ability necessary to its management."

Philadelphia City Passenger Railroads.

We copy from the Philadelphia *Inquirer*, the following list of the Presidents, Secretaries and Superintendents of all the street railroad companies in that city. They are arranged according to the priority of the roads going into operation:

The Fifth and Sixth.—President, James West; Treasurer, E. Hart; Secretary, Charles R. Abbott; Superintendent, Wm. Leaf.

The West Philadelphia.—President, William Wright; Treasurer, Samuel W. Cattell; Secretary, Charles Lombaert; Superintendent, Daniel Rhoads.

The Tenth and Eleventh.—President, Geo. Williams; Secretary and Treasurer, William Bonsal; Superintendent, Jacob Peters.

The Spruce and Pine.—President, William D. Lewis; Secretary and Treasurer, John Miller; Superintendent, Henry Smith.

The Race and Vine.—President, Martin Thomas; Treasurer, Harvey Quicksall; Secretary, P. B. Winning; Superintendent, Sidney Deming.

The Second and Third.—President, Robert F. Taylor; Treasurer, Robert Kelton; Secretary, Thomas Logan; Superintendent, John Gillingham.

The Philadelphia and Darby.—President, Thomas S. Ellis; Treasurer, Thomas Sparks; Secretary, George McHenry; Superintendent, George G. Leech.

The Girard College.—President, E. B. Edwards; Secretary and Treasurer, Wm. S. Blight; Superintendent, Jas. F. Nicholas.

The Green and Coates.—President, William C. Bridges; Secretary and Treasurer, Dendy Sharwood; Superintendent, G. Washington Fitzwater.

The Arch and Fairmount.—President, Martin Thomas; Treasurer, Joseph Brower; Secretary, John S. Lang; Superintendent, Sidney Deming.

The Ridge Avenue and Manayunk.—President, Charles Thompson Jones; Secretary and Treasurer, Alfred L. Clay; Superintendent, William Kirk.

The Fourth and Eighth (Germantown).—President, Chas. Harlan; Secretary and Treasurer, William H. Singerly; Superintendent, Oliver Evans.

The Richmond and Schuylkill.—President, J. R. Flanigen; Treasurer, Charles S. Wayne; Secretary, James D. Keyser; Superintendent, Edwin Irwin.

The Hestonville, Mantua and Fairmount,—President, John Hunter; Treasurer, A. D. Boileau; Secretary, S. M. Zulick.

The Seventeenth and Nineteenth.—President, Joseph Brower; Treasurer, Joseph Champion; Secretary, P. B. Winning; Superintendent, William P. Cooper.

The North Philadelphia (to Germantown).—President, Nathan Smedly; Secretary and Treasurer, Jeremiah Bonsall.

The Chesnut and Walnut.—President, Charles Harlan; Treasurer, E. B. Edwards; Secretary, George T. Thorn; Superintendent, Hiram Castor.

The Thirteenth and Fifteenth.—President, A. C. Harmer; Treasurer, N. F. Campton; Secretary, Henry Haines.

The Delaware County, (Twenty Fourth Ward).—President, E. Spencer Miller; Treasurer, James Miller; Secretary, Albert L. Bonnaffon; Superintendent, Joseph Powell.

Insurance Dividends.

The New York Fire and Marine Insurance Company has declared a dividend of 10 per cent., payable on demand. The Irving Fire Insurance Company a semi-annual dividend of five per cent., payable on and after the 10th inst. The Indemnity Fire Insurance Company a half-yearly dividend of five per cent., payable on demand. The New York Life Insurance and Trust Company a dividend of five per cent. on the capital stock, and also a surplus dividend of five per cent., payable on demand. The City Fire Insurance Company a dividend of $7 per share, payable on the 13th inst. The Niagara Fire Insurance Company a semi-annual dividend of 10 per cent., payable on demand. The Lorillard Fire Insurance Company a surplus dividend of 19½ per cent., payable on the 6th inst.

Bank Dividends.

The Citizens' Bank have declared a semi-annual dividend of four per cent. payable on the 13th inst. The Oriental Bank has declared a semi-annual dividend of 3½ per cent. payable on the 10th inst. The United States Trust Company have declared a semi-annual dividend of 4 per cent. payable on the 10th inst.

Railroad Dividends.

The New York Central Railroad Company have declared a semi-annual dividend of 3 per cent. payable on the 20th inst.

The Pennsylvania Coal Company has declared a semi-annual dividend of 3½ per cent. payable August 18th.

Belleville (N. J.) Railroad.

The annual meeting of the Stockholders of the Belleville Railroad and Transportation Company was held in this city yesterday morning. The executive officers, through J. P. Jackson, Esq., made a verbal report of the routes proposed for the road from Belleville to intersect the New Jersey Railroad, which have been surveyed, examined and estimated upon during the past year, whereupon it was

Resolved, That the subject of routes be continued with the Committee, to take further and final action on the subject.

The estimated cost of the right of way and building the road, exclusive of equipments, is about $200,000. The supplement to the charter passed by the last Legislature, authorizing four additional directors, and allowing the road to terminate north of the present Belleville Bridge, was accepted. It was resolved to proceed with the construction of the road as soon as $35,000 additional subscription is secured—all of which (except about $2 000) has been pledged. The balance will probably be obtained within a few days. The work can be completed within fifteen months after its commence-

ment, and it is hoped to have the road in operation by December, 1861.—*Newark Daily Mercury, Aug. 7.*

Rockport and Gloucester Railroad.

We learn that a contract has been made with Mr. Gilmore, a prominent railroad constructor, for building and grading the railroad to Rockport, the whole to be completed by May 1, 1861.—*Gloucester Telegraph.*

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3.	Base	12 ft.	Slopes 1½ to 1	15.	"	24 "	¾ to 1
4.	"	14	" 1½ to 1	16.	"	24 "	1½ to 1
5.	"	15	" ¾ to 1	17.	"	25 "	1½ to 1
6.	"	15	" 1 to 1	18.	"	26 "	1½ to 1
7.	"	15	" 1½ to 1	19.	"	28 "	¾ to 1
8.	"	16	" ¾ to 1	20.	"	30 "	1 to 1
9	"	16	" 1 to 1	21.	"	30 "	1½ to 1
10.	"	18	" ¾ to 1	22.	"	30 "	1½ to 1
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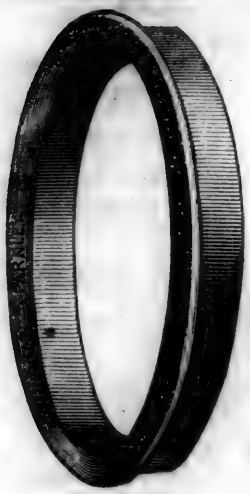
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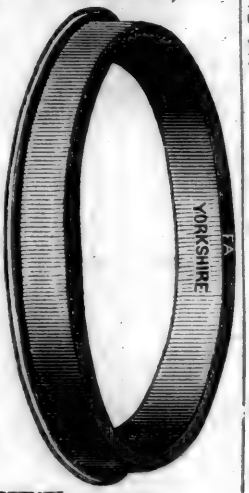
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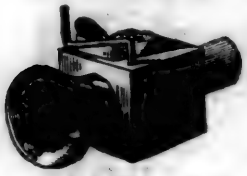
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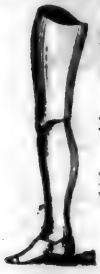
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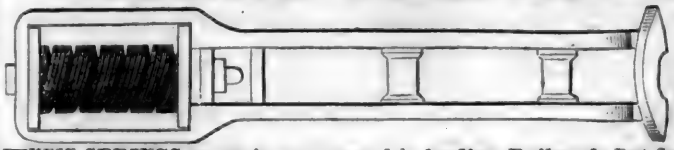
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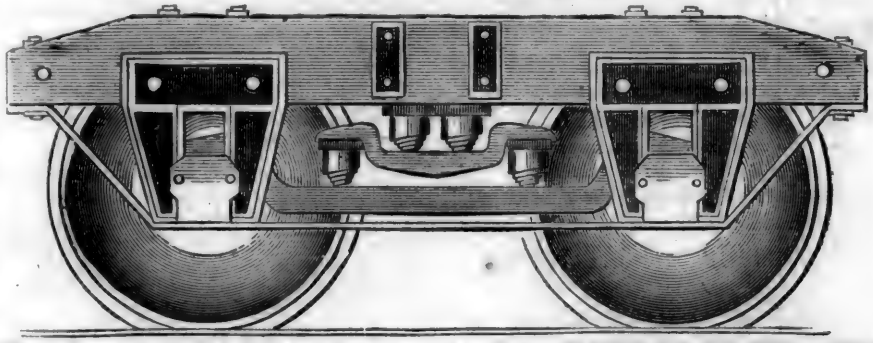
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STEAM NAVIGATION, COMMERCE, FINANCE,

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PRINCIPAL CONTENTS.

On Coal-burning and Feed-water Heating in Locomotive Engines.... 717
Houston Tap and Brazoria Railroad.... 718
Cedar Rapids and Missouri River Railroad ...719
Liability of a Railroad Corporation, upon the Covenants contained in an Assigned Lease .720
Liability of a Railroad Company as Common Carriers, for Damaged Goods.... 721
Atlantic and St. Lawrence Railroad.... 721
General Railroad Intelligence.... 721
Memphis Branch Railroad.... 723
Railroads of the State of Vermont, 1848-1859 .724
Philadelphia and Baltimore Central Railroad.732
Chicago, Alton and St. Louis Railroad.... 733
Freehold and Jamesburg Agricultural R. R...733
Pennsylvania Coal Company.... 734
Norwich and Worcester Railroad.... 734
Chicago and North-western Railroad.... 734

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, August 18, 1860.

On Coal-burning and Feed-water Heating in Locomotive Engines.

By Mr. D. K. CLARK, *Assoc. Inst. C. E.*

The object of the paper was stated to be, to discuss and compare the existing practice of coal-burning on railways. In burning coal, it was necessary to introduce air, in such quantity as to maintain a sufficiently high temperature in the furnace, and so to distribute it amongst the solid and the gaseous portions of the fuel, as to effect the thorough mixture of the air and the gases. After noticing the insufficiency of the ordinary locomotive boiler in its normal condition for the proper combustion of coal, the author described the methods introduced within the last two years for admitting air above the fuel, amongst the combustible gases. They were classed as—first, acting by currents of air, introduced through tubular or other openings in the sides of the fire-box, uniformly distributed over the surface of the fuel; secondly, by deflection of a body of air, introduced through the doorway, or elsewere, upon and over the surface of the fuel; and, thirdly, by constructing large and spacious fire-boxes, with large grates and long runs. The third class, which was first in chronological order, was represented by the systems of Mr. M'Connell, Mr. Beattie, and Mr. Cudworth. Of these, the first and second were made with combustion chambers projected into the barrel of the boiler, and the second had, in addition, transverse midfeathers, and brick arches and tiles, for the better mixture of the elements, and the maintenance of the temperature; whilst the third consisted of an elongated fire-box, with an inclined fire-grate sloping towards the tube-plate. In the application of the first and second classes of smook-burners, the problem resolved itself into the following conditions:—The immediate and thorough intermixture of a plentiful but regulated supply of air, with the ascending smoke or combustible gases at or near to the surface of the fuel. Practically, it was found necessary for this object to operate from both the front and the back of the fire-box, with air entrances, arches, and deflectors at the doorway, in various combinations. But such contrivances as dealt with air in bulk, though generally effective in preventing smoke, were stated to be usually attended by the escape of a considerable quantity of unconsumed air, through the flue-tubes, and a difficulty in keeping up steam at high speeds. The various forms of doorway deflectors were also stated to be objectionable, in facilitating, by their mode of action, the suction of particles of coal through the tubes, and the burning of the smoke-box, unless counteracted by an internal arch. The author had found by experience, that to burn smoke when the engine was working, it was sufficient that the air should be admitted at or near the surface of the fuel, by air-tubes distributed over the width of the fire-box, in the front and the back, without the aid of internal arches or deflectors. The draft of air through the front tubes was very strong when the engines ran ahead, carrying the currents into the middle of the fire-box, where they met the counter currents from the back, effecting the mixture of the air and smoke, and preventing the suction of small coal through the tubes. But, in all systems applied to ordinary fire-boxes operating by means of the draft available in a locomotive engine, aided, when the blast was off, by the steam jet in the chimney, range of power was wanting to overtake the extremes of intense ignition and rapid generation of smoke-making gases, immediately after the steam was shut off, or when fresh fuel was added; and to suit itself, also, to the quite state of the fire, when the glow and excitement subsided, as well as to all the varying conditions of a locomotive furnace. The means of extending the range, volume, and power of the air-currents, and of adjusting them to the wants of the furnace, were supplied by the instrumentality of jets of steam, employed by the author as means of inducting and accelerating currents of air. The steam-nozzles, with the air tubes towards which they were pointed, were like so many miniature blast-pipes and chimneys turned into the fire-box; and they possessed, relatively, the same power of urging and creating draft. By this method of steam induction, the air-currents were delivered with such precision and velocity, as to sweep the whole surface of the fuel, and forcibly to distribute the air amongst the gases.

In practice, it was only occasionally necessary to put the steam-jets in action when the engine was at work if the air-openings were sufficiently numerous, as the action of the blast alone drew a large supply of air through them into the fire-box. The time when the full inducting power of the jets of steam was in demand, was immediately on the steam being shut off from the engine, on drawing up to a station, or otherwise. Then, the heat in the fire-box was fierce, and there was an extensive distillation of combustible gases, which were discharged as smoke from the chimney unless met and consumed by the inducted currents above the fuel. The intenseness of the heat subsided rapidly, and the jets could be moderated as desired, and continued in action until the engine was again in motion. The indraft of air into the fire-box could be regulated by the use of slides or dampers over the air-openings. But, by so limiting the number of air-openings, and consequently the supply of air, as to prevent any material excess of supply when the fire was in ordinary condition, the dampers might be dispensed with in practice, without prejudice to the economy of fuel.

In making a general comparison between the various methods of coal-burning without smoke, there was the difficulty of the diversity of circumstances as to time, fuel, engine, and duty to contend with. The performances of several engines burning coal, on different systems, and the same on similar engines using coke, had, however, been tabulated. It thus appeared that, of the three systems of extended fire-boxes, by Mr. M'Connell, Mr. Beattie, and Mr. Cudworth, with nearly equal gross weights of engine, tender, and train—100 to 116 tons—and at about the same speed, the consumption of coal was as follows:—

Mr. M'Connell's, 35½ lbs. Hawkesbury coal per mile, or .310 lb. per ton gross.

Mr. Beattie's (with cold water), 24 lbs. Griff & Stavely coal per mile, or .235 lb. per ton gross.

Mr. Cudworth's, 26 lbs. coking coal per mile, or .225 lb. per ton gross.

Of the system of coal-burning grafted on the common fire-box, with passenger trains, comparative results were given of Mr. Douglas' with a doorway deflector on the Birkenhead Railway; Mr. Yarrow's with a brick arch and air-bars on the Scottish North-Eastern Railway; Mr. Connor's with a brick arch and door deflector on the Caledonian Railway; Mr. Frodsham's with a doorway deflector and steam roses in the fire-box, used by Mr. Sinclair on the Eastern Counties Railway; and the author's with air-tubes and steam-inducted cur-

rents, used by Mr. Cowan on the Great North of Scotland Railway. It appeared that, with eight to ten carriages, the following were the performances:

	Gross weight. tons.	Gross coal per mile. lbs.		Per ton gross. lb.	
Mr. Douglas..	90	28.4	or	.32	Welsh.
Mr. Yarrow...	86	25.7	or	.32	Fifeshire.
Mr. Connor...	88	22.2	or	.26	Lan'kshire.
Mr. Frodsham.	93	23.3	or	.25	Stavely.
Mr. Clark....	110	21.0	or	.19	Fifeshire.

—showing that, with the author's system, less coal was used with a heavier train than with any of the others. Similarly favorable comparisons were made in the working of goods engines.

The Great North of Scotland Railway, on which the author's system was in full operation, was stated to contain long gradients, several of which varied from 1 in 100 to 1 in 150, with frequent curves; and the goods engines could take up these inclines 35 fully loaded wagons, 460 tons gross train weight, at 10 miles per hour.

In conclusion, it was stated that the author's system of smokeless coal burning was distinguished from others by its simplicity, durability, efficiency, and simple management. There was no construction of any kind within the fire box, and, consequently, no wear and tear by exposure to intense heat. At the same time that it commanded the entire range of the fire box, it did not interfere with or impose extra labor in the management of the fire. The manipulation was simple; the air-tubes being placed at a sufficiently high level to command the surface of the fire at all times. The whole business of smoke-prevention was comprised in the occasional operation of the induction-jets, by means of a tap under the hand of the engine-driver, and the occasional aid of the chimney-blower, to carry off the products of combustion. By the proper use of this system, the fire might be "damped," or kept dull, when desired, where an engine had to wait at a station, without raising the pressure of the steam; as the forcible indraft above the fire might be made to prevent a draft through the fire, and consequently to check or to suspend the combustion of the fuel; conducing both to safety and to economy, and favorable contrasting with other systems, in all of which a powerful blower in the chimney was needed, when standing, incurring dangerous pressures and waste of steam.

In feed-water heaters, it was stated that little had as yet been done, except by Mr. Beattie, whose apparatus, though efficient as a heater, was found, it was believed, to be too complicated for general use, and difficult to keep in order. The author had recently introduced a simple and compact heater, in which the steam from the blast-pipe was projected into a short tube, in conjunction with the feed-water, which was delivered in a thin annular sheet around the steam-nozzle. In this short tube or chamber, the water was broken into spray by the steam; the steam was instantly condensed, and the water was raised to a high temperature, at or near the boiling point. It had given satisfactory results in a 20 H. P. stationary engine, and would shortly be applied to a locomotive engine. It was said to be well adapted for agricultural and other engines on wheels, where lightness and compactness were considerations of importance.

In the course of the discussion upon Mr. D. K. Clark's paper, "*On coal-burning and feed water heating in locomotive engines*," it was remarked, that the plan of coal-burning advocated by the author seemed to be similar to that adopted by Mr. Jenkins, and which had been some time in use on the Lancashire and Yorkshire Railway, except that in the former jets of steam were employed to accelerate the currents of air. Mr. Jenkins' system consisted simply in making a certain number of the stays hollow instead of solid, through which the air was allowed to pass, and, mixing with the products of combustion, effected the prevention of smoke. Movable slides were fixed on the outside, so that the apertures could be opened or closed at pleasure; and thus, either coal or coke could be burned in the same engine. The system could be applied to old engines, at an expense of a few pounds per engine, and was said to be simple and effective.

It was stated that the use of tubes through the sides, and in some cases the front, of the fire-box, for preventing smoke, had been tried nineteen years ago by Mr. Samuel Hall, the pioneer of surface condensation, on the Midland Railway. The smoke, though then not entirely consumed, was believed to have been as effectually got rid of as at the present day. Formerly the defect was, that the tubes were burned; but where coal could be obtained at much less cost than coke, a want of simplicity, or the necessity of slight additional repairs, might be overlooked. When first brought forward, an objection was taken to Mr. Hall's plan, that when an engine was standing at a station, black smoke was emitted. This was remedied by the introduction of a small jet of steam in the chimney, for creating a draft when the engine was at rest; but the noise thus produced caused the plan to be laid aside.

In regard to the general question of smoke-prevention, it was argued that neither deflecting plates nor brick arches were needed; but only the introduction of a sufficient quantity of air, moderately diffused over the fuel. In 1856, the use of hollow stays and small jets of steam had been suggested by Mr. Robert Longridge, particularly for marine engine boilers, where there was a difficulty in getting the proper quantity of air through the tubes; but it was thought that, in a locomotive, the requisite quantity of air to consume the hydro-carbons might be introduced by the hollow stays, without resorting to steam jets.

As to the comparative heating powers of coal and coke, it was sometimes asserted that the same evaporative effect would be obtained from the coke made from a ton of coal, as from the original ton of coal itself. This view was dissented from, and it was stated that careful experiments with Garesfield coal and coke showed the evaporative power to be as 100 to 89, respectively, weight for weight. In other words, 1 lb. of coal evaporated 12.54 lbs. of water, whilst 1 lb. of coke evaporated only 11.16 lbs. of water. But, inasmuch as 100 tons of coal produced only 66 tons of coke, it was evident that while 1 lb. of coal would evaporate 12.54 lbs. of water, the same weight of coal, converted into coke, would only evaporate $11.16 \times .66 = 7.44$ lbs. of water; so that the true proportion was as 100 to 58.

On the other hand, it was stated that, with Midland coal, 20 cwt. of coal produced 11½ cwt. of coke, besides other products, and 6 cwt. of coke evaporated exactly the same quantity of water as 7 cwt. of coal; consequently there was a loss in converting coal into coke, for the purpose of producing steam; but considered only in reference to weight, coke had an advantage over coal in the proportion of seven to six.

It was contended that, in order to enable a proper comparison to be made between the amount of fuel used per mile and the gross load carried, the paper should have showed—1st. What was the greatest altitude surmounted in each case, the total length of the line, the ruling gradient and its length. 2d. What was the average speed per mile for the whole distance run. And, 3d. How many lbs. of water were evaporated by 1 lb. of coal.

It was observed that, in attempting the general introduction of anthracite coal in locomotive engines in the United States for long and heavy traffic, it was found that, although there was no smoke, it was difficult to keep up the steam, and the fire-box and firebars were quickly burnt out. Notwithstanding these objections to its use, anthracite was in some cases a cheaper fuel than wood. Anthracite coal was burned on the Reading Railroad at the rate of 120 lbs. per mile, in engines weighing 28 tons, and carrying a gross load of 750 tons, at from ten to twelve miles an hour, on a level. The evaporation of water was from 5⅓ lbs. to 6 lbs. only per pound of coal. A brief description was given of Phleger's, Dimpfel's, and Boardman's boilers, which had been made to burn bituminous as well as anthracite coal, and were used on passenger as well as goods trains. Each furnished considerable space for combustion, and air was admitted in numerous fine streams over the fire. They were all, however, heavy and complicated, and inapplicable to existing stock. Within the last three or four years, renewed attempts had been made to adapt the existing stock of engines to the use of bituminous coal. The difficulties consisted in the large quantity of coal required to be burned in a given time, under an intense draft, and in the clinkery character of the coal itself. The engines were not heavier, on the average than in England, nor had they more heating surface; but they burned more fuel and evaporated one-fourth more water in a given time. In December, 1856, Mr. G. S. Griggs, of the Boston and Providence Railroad, introduced a fire-brick arch, below the tubes, in the fire-boxes of some of the engines of that line. With a few holes for the admission of air above the fire, this arch was found to improve the working of the fire box, when burning coal. On the Iowa Central Railroad, the grates of the coal-burning engines were at one time covered with fire brick, so as to leave only about two square feet of the original surface of the bars exposed; and of this area, less than one square foot was air-opening. More recently, perforated door-plates and air distributors (the latter set up within the fire-box) had been extensively adopted.

It was stated, in reply to the observations which had been made, that in a comparative trial of the author's system and Mr. Jenkins', on a metropolitan railway, on the same passenger engine, and on the same duty, the former consumed 4 lbs. per mile, or 12 per cent., less coal than the latter; that the saving of coal by smoke prevention in locomotives had been found to be at least 18 per cent.; that the information demanded, for the purpose of making a proper comparison, was given in the paper; that it was of no use to state altitudes simply, unless particulars of inclines and length of trip were also given.—*Proc. Inst. Civ. Eng., May* 1–8, 1860.

Third Annual Report of the Houston Tap and Brazoria Railway Company.

To the Stockholders.—The close of the last fiscal year, ending April 30th, 1859, exhibited a gloomy and uncertain condition of our enterprise, produced from the withholding of the State loan by the Comptroller and Treasurer of the State, and though your Board of Directors, felt an abiding confidence in the ultimate possession of this fund, yet its non-receipt on the completion of the first section of the road, predicated upon which purchases of iron, chairs, spikes, &c., had been made, the obligations for which were maturing, produced a degree of embarrassment and financial distress that for the moment we found it impossible to overcome; causing an entire suspension of work on the second section of the road. In the month of June and July these difficulties were very seriously aggravated by the arrival of 2,000 tons of rails purchased for the completion of the road to Columbia, upon which the duties and freights, amounting to above $40,000, must be promptly met or the iron must go into bond at Galveston, attendant upon which the expense to the company would be largely increased.

In this emergency, funds were procured through the individual liberality of the Directors and a few others friendly to the enterprise, the duties and freights at Galveston were paid and the rails landed in Houston, at which time track-laying was resumed on the second section of the road, but for want of means progressed very slowly.

In June a mandamus suit was brought against the Treasurer of the State to compel the payment of a warrant drawn by a majority of the Board of School Commissioners for $150 000, on the completion of the first 25 miles of the road. The case was tried in the District Court of Travis county, before Judge Terril in July, and a decision upon demurrer given against the company. An appeal

was taken to the Supreme Court, and in December a decision was had, sustaining the action of the lower Court. The Legislature being in session, a bill was immediately introduced for relief, which was, in a few days, almost unanimously passed, placing us in as good condition as the most favored road in the State. Your Board of Directors now being able to avail themselves of the State loan on 35 miles of completed road, amounting to $210,000, received the same on the 22d December last, $42,000 of which was paid to the city of Houston as a loan, in accordance with the contract made in the purchase of the Tap road, May 29th, 1858, and the balance appropriated in liquidating the debts of the company incurred for iron, rolling stock, &c. The failure to get the loan on the completion of 25 miles of road, was attended with a loss to the company of not less than $25,000, together with the earnings of the second section of the road during the whole business season of the year.

Active operations were immediately commenced and the work rapidly pushed forward so that the track laying was completed to Columbia early in March, during which month an effective force of men were employed in ballasting the road, building turn tables, &c., so that on the 1st of April daily trips were commenced, and have, up to this time, been regularly continued.

The liabilities incurred in the construction of the last 15 miles of road, with the balance of the old bills, are pressing heavily upon the Board of Directors; caused by the failure to get the State loan on the last 10 miles of completed road, in consequence of the fund having been exhausted west of the Trinity river. The close of the year again finds us still suffering from financial embarrassment.

In addition to the completion of the road to Columbia, there has been built two turn-tables, one at each end of the road. A station house at Arcola; a depot and station house at Sandy Point, with wind mills at both places for pumping water. Similar improvements are now required at Oyster Creek and Columbia, and depot buildings at Arcola and at the junction of the Harrisburg road. When these improvements are completed and the entire road ballasted with sand, which is found at convenient points on the line of the road, the work on which has been rapidly progressing, the entire distance to Columbia will be in good condition for the next fall business.

The continuation of the road to Wharton, now nearly all graded and cross-tied, with the probable construction of the Matagorda Tap will add greatly to the traffic of the road and secure a large passenger trade from the coast counties.

The report of the Chief Engineer and Superintendent, will show the present condition of the Wharton extension.

The machinery and rolling stock of the road, consisting of two locomotives, one six-horse engine, one passenger car, one second class do., seven box and eighteen platform cars have, to this time, been sufficient for the business of the road; but now, with trains running daily to Columbia it will be necessary to increase the amount of rolling stock by the addition of another locomotive, five box and ten platform cars, to make it adequate to the business of next fall. It will also be necessary, during the coming year, to erect a suitable machine shop with the necessary machinery to be able to meet the increased business of the road.

There has been charged to construction account on the 43½ miles road to Columbia, up to this date, $420,401 55 and $22,926 93 to equipment account, showing the cost of the road, with rolling stock included, less than $11,000 per mile, which is by far the cheapest road ever built of the same distance in the world.

It has been the policy of your Board to keep the road and machinery in as good order as possible, with careful engine drivers and other operatives, the result of which has been great regularity in the running of the trains with almost an entire exemption from accidents. The connection with the Harrisburg road has been and still is a fruitful source of difficulty. No permanent arrangement has yet been made for transportation of freight from this point over that road. The erection of a depot at the junction of the two roads where freight can be transhipped now seems to be the only plan that can be advantageously pursued by your road.

The reports of the Secretary and Treasurer, and Superintendent and Engineer of road will be submitted with this, exhibiting in detail the amount of disbursements, cost of road, &c.

For the construction of the road from Columbia to Wharton, arrangements are now being made for funds to purchase iron, rolling stock, &c., with the expectation that the iron will be laid in time to take off the growing crop. Of the land bonus granted by the State, 400 sections have been drawn, a few only of which have been sold.

The accumulation of the School Fund in the State Treasury, it is expected, will be sufficient during the year to enable the company to draw the loan of $60,000 on the last ten miles of completed road. All of which is respectfully submitted.

E. W. Taylor, President.

Houston, May 1, 1860.

Cedar Rapids and Missouri River Railroad. Chief Engineer's Report.

To the Hon. L. B. Crocker, *President C. R. & M. River R. R.:*

Sir:—I have the honor to submit to you, and through you to the Board of Directors, the following report.

In accordance with the directions of your Executive Committee, I organized a party, and during the month of May made a preliminary survey of that portion of your line between Cedar Rapids and Marshalltown, in Marshall County—a distance of 71 miles.

The line commences on the west bank of the Cedar river, opposite the terminus of the Chicago, Iowa and Nebraska Railroad, and runs thence about three miles in a south-west direction to the valley of Prairie Creek. It then follows this creek and one of its tributaries, a distance of 28 miles, in a nearly due west course. The work on this portion of the line is remarkably light—but little being required beside throwing out the ditches.

From this point the line passes about 22 miles to the valley of the Iowa river, across a country which is quite broken, and heavy work is encountered in crossing the summits, at three different places. The line runs thence to Marshalltown, 18 miles, in a very direct course, bearing a little north of west and following the Iowa river valley all the way, except for about four miles west of Butlerville, where the river makes a large bend to the northward.

The line passes through or near the towns of Irving, Redman, Toledo, Butlerville, Le Grand and Marshalltown.

The following is a summary of the estimate of the cost of the 71 miles of road, complete in all respects, and ready for the rolling stock:

Right of way and station grounds	$10,000
Grading and bridging	300,632
Iron	355 000
Chairs and spikes	56 800
Ties	71,000
Track-laying and ballasting	71,000
Fencing	50,481
Buildings	37,600
Engineering, rents, interest, &c.	41,487
Total	$994,000

At the present prices for labor and materials, the road can be built for cash at the above figures, and probably at something less—but to provide for all possible contingencies, I have added 1 and 4-10ths per cent. to the above estimate, which gives for the total cost of the 71 miles, $1,065,000, or $15,000 per mile.

In case the proposition of the Chicago, Iowa and Nebraska Company to equip and operate the road for a per centage of the earnings, should not be accepted by this company, $2,000 per mile additional would be required to furnish rolling stock for this division.

The maximum grade on this line, going west, is 55½ feet per mile, and coming east no grade exceeds 40 feet per mile. The curves are light, all having, with two or three exceptions, radii of 2,855 feet. An abundance of excellent timber for ties is found along the entire route.

While this route possesses several important advantages, I would not at present advise that it be adopted as a final location. A very feasible, and perhaps a cheaper and better route will be found by going more directly west from Cedar Rapids, and following the divide between the waters of Cedar river and Prairie creek. I would recommend that this line be surveyed, and also that some side lines from the present one be examined with the instruments.

I have procured from various sources, reliable data, obtained by a preliminary survey made by the late Iowa Central Company, of that portion of the line between Marshall and Des Moines river, a distance of about 50 miles.

The country is very similar in character to that along the first 71 miles of the line, and the cost of grading and bridging will average very nearly the same per mile. I feel confident, therefore, that the cost of the first 121 miles of your road will not exceed $15,000 per mile.

From the information I have been able to obtain in regard to the surveys made by the late Iowa Central Company, of that portion of the line between the Des Moines and the Missouri rivers, I am of the opinion that an equally feasible route can be there obtained, but yet I have not sufficient data at hand to justify a detailed estimate.

In reference to your entire line of road, I beg leave to submit the following brief remarks:

The line extends from Cedar Rapids, the terminus of the Chicago, Iowa and Nebraska Railroad, in a due west course near the 42d parallel of latitude, to Onawa, on the Missouri river, a distance of 233 miles, according to the survey of the late Iowa Central Company. It passes through the following counties, which form a portion of those generally known as the "Central Tier," viz: a part of Linn, through Benton, Tama, Marshall, Story, Boone, Greene, Carroll, Crawford and Monona.

The Chicago, Iowa and Nebraska Railroad, running directly east from Cedar Rapids 81 miles, connects your line with the Mississippi river and the Fulton line of the Galena and Chicago Union, which is the only railroad running due west from Chicago. A substantial bridge has recently been completed across the eastern channel of the Mississippi river at Clinton, and arrangements will be completed during the present month, for the transhipment of loaded cars across the western channel, which is only some 700 feet wide. You will be able, therefore, to send loaded cars from the Missouri river to Chicago, and if desirable to more eastern cities, without breaking bulk.

Your road and its connections with Chicago, being due east and west roads, enables you to reach any given longitude crossed by your line, in from 30 to 40 miles less distance from Chicago than any other road now built or projected.

If a road can be well built, at a small cost, on the shortest possible line between its termini, through a fertile and well-settled country, which is tributary to some great commercial centre from whence it starts, and more than all if it forms a link in a great through line, and can therefore draw the large portion of its business over its entire road—such a road may confidently be relied upon as a paying investment. Your line combines all these requisites to an unusual extent.

The country between Cedar Rapids and the Missouri river is rolling prairie, frequently intersected by beautiful valleys and swift running streams of living water. Timber and stone are found in abundance along most of the line.

The valuable grant of land recently bestowed upon your company—exceeding 900,000 acres—embracing a large amount of excellent coal and timber land, all lying within 15 miles on either side of the line, with good management will probably repay the entire cost of building the road from

Cedar Rapids to the Missouri river. A large portion of the reserved Government sections have already been taken up without the advantages of a railroad, at the advanced price of $2.50 per acre.

The four western counties of Greene, Carroll, Crawford and Monona, between the Des Moines and Missouri rivers, had no inhabitants in 1852. The census of 1859 gives them a population of 2,985, and a valuation of $2,585,885.

The total population, therefore, of the counties traversed by your line in 1859 was 47,663, and the valuation $17,269,284.

The commencement of work on the road will give a strong impulse to business and emigration, and the increase in population and wealth will be even more rapid than it has been in the past few years.

The great coal field of Iowa is traversed by your line for a distance of more than 100 miles. The coal is easily mined—the top veins in many places being above the beds of the streams and very near the surface of the ground. It has been mined at several points sufficiently to test its good quality and inexhaustible quantity.

Iron ore, hydraulic cement and gypsum are also found on the line of the road.

Although the prospects of your road for a large way business are so flattering, yet its importance as a link in a great through line should be kept constantly in view.

It cannot only be much more cheaply built, with much lighter grades, and with 30 to 60 miles less distance from Chicago and the East, than any other road across the State, but reaching the Missouri river, as it does, in the latitude of Chicago, the Platte Valley and the great South Pass, it cannot fail to become a most important link in the great chain of roads which will soon stretch across the continent.

A company has already been organized (the Decatur and South Pass Air Line Company) to extend your line from Decatur, on the Missouri river, 82 miles westward to the great north bend of the Platte river.

This line, as well as a line up the Platte Valley as far as Fort Laramie, has been surveyed and both are reported to be unusually favorable for the construction of a railroad, at a small cost. The Platte Valley is the route now traversed by more than four-fifths of all the Pike's Peak and overland California emigration; and as immense as it is at present, the business of that valley is destined to increase every day.

By the uniform testimony of many who are well acquainted with the business of the Platte Valley, I am warranted in advancing the opinion, that were your road completed to the Missouri river at the present time, it would pay a reasonable per cent. on its cost.

The importance of its early completion, in advance of other lines, and before the channels of trade and travel shall have become in any manner fixed, cannot be easily over estimated.

W. W. WALKER, *Chief Engineer.*

Cedar Rapids, Iowa, June 13, 1860.

South Carolina Central Railroad.

The Lancaster (S. C.) *Ledger* makes the proposed route of the South Carolina Central Railroad, from Charlotte (N. C.) to this city, even more favorable than we were authorized to do by the figures before us at our last report. We shall be pleased of course to learn that examination and surveys confirm the *Ledger's* estimates, which are as follows:

According to the estimates we have received from persons familiar with the location, the length of route is as follows: Charlotte to Lancaster, 35; Lancaster to Bishopville, 43; Bishopville to Sumter, 20; Sumter to Manning, 18; Manning to Gourdin's, 20; Gourdin's to Charleston, 50—making a total of 186 miles, of which there will be 136 miles of new road.

The distance from Charlotte to Charleston via Columbia is 247 miles; so that the difference in favor of our road, when completed, will be of 61 miles; a difference in this day of competition among railroads of very material importance, and in our judgment, quite sufficient to enlist the earnest efforts of both Charleston and Charlotte in the enterprise.—*Charleston Paper.*

Journal of Railroad Law.

LIABILITY OF A RAILROAD CORPORATION, UPON THE COVENANTS CONTAINED IN AN ASSIGNED LEASE.

The case of Van Schaick *vs.* Third Avenue Railroad Company, recently considered by a Special Term of the New York Supreme Court, illustrates some of the principles of law relative to the assignment of leases, which may be of interest and perhaps of value, to our readers.

It appears that the plaintiff executed a lease of premises to Henry Van Schaick the trustee of an association, of which the defendant was successor. The association transferred all its property to the defendant, and caused the lease to be assigned to the defendant, and the latter covenanted to do and perform all things which the association were bound to do.

The question was upon the liability of the assignees of the lessees for violation of the covenants in the lease, between the original lessor and lessee, and the case holds that assignees of leases are only responsible for violations of the covenants, which occur while the premises is in their possession, although the facts in this case were such as to make the defendants responsible. The opinion is as follows:

DAVIES J. If the defendant can be regarded as standing only in the position of assignees of the lease made by the plaintiff to Henry Van Schaick, then they are not liable to the original lessor, the plaintiff, for rent which has accrued since they ceased to have possession of the demised premises. If they are only assignees of the lease, they are not liable for any breaches of the covenants of the lease since their assignment of the lease to Searles.

The Court in Carter *vs.* Hammett held that "the only liability of the assignees at any time was the result of their possession, and was limited in its duration by the operation of that possession. * * The rule in such case is—and it is well founded on the principles of justice and implied contracts—that each successive party, other than the original lessee, is liable by reason of, and for the term of his own possession. Possession is, therefore, both the foundation and boundary of the libility." Chancellor Walworth, in Childs *vs.* Clark says: "It is perfectly well settled, however, that the assignee of a lease is only liable, as such assignee, for the rents which accrued or became payable, or for other covenants broken, while he was such assignee; and he may discharge himself from all further liability by assigning his interest in the premises to a stranger, even if the assignee is a beggar; provided he actually relinquishes the possession of the premises and all interests therein, so that the assignment is not merely colorable or fradulent. For as there is no privity of contract between the lessor and the assignee of the lease, the latter is personally liable only in respect to his privity of estate in the land, or in respect to covenants running with the land, for the rents which accrued and became payable after such privity of estate commenced, and before it terminated; that is, while he enjoyed or had the right to enjoy, the premises, or some part thereof, as an assignee of the lease. * * * *

It is clear therefore, upon the authorities referred to, that if the defendants stand in the character of assignees solely, they are not liable for any rent accrued since their assignment to Searles. But it appears to me that the facts disclose an entirely different case, and by it their liability is to be tested.

The lease was in fact made to Henry Van Schaick, as the agent or trustee of the company of which the defendants are the successors. The original association or company assumed all the covenants of the lease, and the present defendants have taken from the association all its property, with covenants to do and perform all things which the association were bound to do. And immediately upon the execution of such transfer by the association, and to effectuate and carry into effect the grant made by it to the defendants, Henry Van Schaick, the trustee and agent of the association, assigned the lease to the defendants.

The defendants are therefore the true owners of the lease, and Van Schaick held it for their benefit. If he had refused to transfer it to them, this court would have compelled him to do so. He did voluntarily what he was under a legal obligation to do, vest the title to the lease in the name of his principal. It cannot be denied that if Henry Van Schaick had been sued for the rent reserved by this lease, or was about being sued therefor, he might maintain his action against these defendants to compel them to relieve him from the position he occupied as their trustee and surity.

I think, therefore, when the defendants took the assignment of the lease from Van Schaick, on the organization of this company, they but carried out and give effect to the intention of the parties, that when the company should become legally organized and competent to take title, they were to become the lessees of the premises, and subject to the performance of all the covenants, on the part of the lessees. Regarding the transaction in this light, and which I am satisfied is the true aspect in which to regard it and which is confirmed by the acts of the parties, the case of Lorillard *vs.* Lorillard is not without significance. In that case it was clearly intimated that if the original lessee was the mere instrument of the subsequent assignee, and in fact it was not intended that any title should vest in the original lessee, then that the subsequent assignee might be liable to pay the rent, even though he had assigned the lease. These views were expressed upon the principle that the real party in interest should pay the rent, and that when that party was discovered he might be made liable. In this case there can be no controversy that the original association was in fact, though not in name the true and actual lessee; and it seems to me that the defendants have assumed the same position, and have subjected themselves to the same liabilities.

There can be no doubt that Henry Van Schaick is liable to pay this rent, and standing as he does in my opinion, as surity for the defendants, his creditor can avail himself of his right primarily, to call upon the defendants to pay directly to him, instead of compelling Henry Van Schaick to pay him, and leave him to call upon the defendants for reimbursement.

This rule is laid down in Curts *vs.* Tyler and is every day followed in this court. In that case the plaintiffs were held entitled to avail them-

selves of a security given to the debtor for the payment of the debt owing to them. The Chancellor says: It is well settled, however, that when a surity, or a person standing in the situation of a surity for the payment of a debt, receives a security for his indemnity, and to discharge such in debtedness, the principal creditor is in equity entitled to the full benefit of that security. And it makes no difference that such principal debtor did not act upon the credit of such security in the first instance, or even know of its existence."

I, therefore, hold, that the defendants contracted with the plaintiff through Henry Van Schaick, as their agent or trustee. * * * * * The plaintiff is entitled to judgment, that the defendants perform with him all the covenants of the lease to be kept and performed by the lessees.

The Liability of a Railroad Company as Common carriers, for Damaged Goods.

The following important decision was rendered in the New York Court of Common Pleas, last week, in a suit brought by Franklin W. Hunt, against the Michigan Southern and Northern Indiana Railroad Company. Judge Daly thus presented the facts:

When the goods were delivered to the defendants' agent they were in good order. The witness who helped to pack them and who carried the boxes to the railroad station, testified that it was a fine day; that the goods were dry and in perfect condition. When the goods were found by plaintiff at the depot of the New York and Erie Railroad Company, three weeks after they had been shipped, the boxes, according to his testimony, appeared externally in good order; but upon opening them he says that there was hardly anything that had not been wet; that most of the things had been soaked through, and that it took a week to dry them, after spreading them out. They consisted of books, clothing and bedding, and the bedding was all mildewed.

Upon such a state of facts, it was incumbent upon the defendants to show that the goods sustained no injury while in their custody—that is from the time that they received them at the Rolling Train station until they delivered them to the agent of the Cleveland and Toledo Railroad Company, to be forwarded to the place of destination. The only evidence they offered was that of the shipping clerk at Toledo, who, of his own knowledge, knew nothing of the condition of the goods when they were received at Toledo and forwarded by the Cleveland and Toledo Railroad, and did not recollect that he had seen the goods at all. All he knew was, that he made out the bill of lading at Toledo, which was forwarded with the goods, and that from the entry in his book six packages, consisting of five boxes and one trunk, were received on the 8th of April, 1854, addressed to F. W. Hunt, Bergen, N. J.

He further testified that it is the duty of the receiving and shipping tally-men to examine and see the condition of goods both when they are received and when they are delivered—that if the packages appear wet, and the property can be saved by opening the package, that they are generally opened, but that if slightly wet they do not always open them. That if they appear to have been wet and are not opened, a memorandum that they appear wet is made upon the way-bill, and that in making up the bill of lading, it is usual to note the condition of the package, and that the party receiving it always notes that the property is in bad order if such is the fact, if not already so noted before receipting for it; and in reply to a question put to him to which the plaintiff objected, he testified that if these packages had been wet, or had not been in apparent good order, the fact, from the regular course of business, would have appeared upon the bill of lading. The bill of lading signed by the agent of the Cleveland and Toledo Road, was also given in evidence, in which the packages, were noted to be in good order and condition.

The packages had been three days in the defendants' custody before they were received by their agent at Toledo, and the evidence was not sufficient to show that they had received no injury while thus in their possession or in that of their agent. The plaintiff testified that when he opened the packages at the depot of the New York and Erie Railroad Company, that the boxes appeared externally in good order, and the testimony of the defendant amounted to nothing more than that such appeared to be their condition when the defendants' agent forwarded them from Toledo. It was for the defendants to show who had charge of the packages up to the time of their arrival in Toledo, and what care up to that time had been taken of them. It was evidence peculiarly within their power and not to be expected from the plaintiff, and as in setting up their defense they were silent upon that point, I think the judgement was right.

Atlantic and St. Lawrence Railroad.

The annual meeting of this company was held in Portland on the 7th ult. The following gentlemen were elected directors for the ensuing year: St. John Smith, John B. Brown, Charles E. Barrett, Phineas Barnes, John M. Wood, George F. Shepley, James L. Farmer, Byron Greenough, Harrison J. Libby.

The report of the President, St. John Smith, states the road has been very much improved the past year, by making some new bridges, and relaying some of the old stone abutments, and by renewing rails. The number of iron bridges erected by the lessees is seventeen. The debt of the company is as follows:

City of Portland Bonds, loaned to the R. R. Co	$2,000,000
Bonds of the Railroad Company, dated April 1, 1851, on fifteen years, exclusive of those pledged to the city of Portland as collateral	988,000
Bonds of the Railroad Company, dated Nov. 1, 1853, on twenty-five years, payable in sterling currency	484,000
Notes payable	7,000
	$3,479,000
Amount of shares capital	2,494,900
Total	$5,973,900

The amount of the two sinking funds, July 1, 1860, is $324,399 37.

The completion of the Victoria Bridge makes a continuous line, without break of gauge or change of cars, from Portland to Sarnia, nearly 800 miles. A connection is made at Sarnia with Port Huron across the River St. Clair by a ferry boat, by which cars, &c., are taken across and connect with Detroit, sixty-two miles, by railway. Over $230,000 of the capital has been converted into sterling currency during the past year, nearly all of which has been purchased on foreign account. Over two-thirds of the stock is held abroad.—*Portland Advertiser.*

Phœnix Iron Company's Works at Phœnixville.

The U. S. Assistant Marshall, in his census of Phœnixville, Chester County, Pa., gives the following statistics of the Phœnix Iron Company:

Value of real and personal estate	$1,200,000
Raw material used, 133,725 tons, valued at	779,373
Power employed, 15 steam engines, amounting in the aggregate to	1,001 horse-power.
Three water-wheels	90 do.

ANNUAL PRODUCT.

Wrought iron, 23,466 tons, valued at	$1,410,535
Pig iron, 15,794 " "	296,915
Hands employed, average	1,230

☞ R. H. Temple, Esq., of Fredericksburg, has been appointed Superintendent of the York River Railroad, running from Richmond to West Point.

☞ Col. B. Ayres has resigned the position of Superintendent of the Western Division of the Memphis and Charleston Railroad.

☞ N. Slater, Esq., President of the Providence and Worcester Railroad Company, has tendered his resignation, and Mr. Earl P. Mason has been elected President *pro tem.*

General Railroad Intelligence.

The old project of uniting the Harlem and Housatonic Roads at Dover Plains and Kent, where the roads are only eight miles apart has been revived. It is expected that the travel to Lenox, Stockbridge, Pittsfield, Great Barrington and other towns in the beautiful county of Berkshire, would be much increased by the Housatonic road being connected with the Harlem at Dover Plains, and the necessity of carrying the passengers round about through Bridgeport obviated. Berkshire County is admirably calculated for dairy purposes, but it takes too long by the present circuitous route to bring the milk to the New York market. It is believed that the Harlem and Housatonic united would command a large share of the Canada trade by way of the Vermont roads and the Pittsfield and North Adams. The required eight miles to connect at Dover Plains, it is estimated, can be built for $100,000.

The Franklin, N. C., *Observer*, of 31st says: "We learn that the engineers on the location of the western extension of the North Carolina Railroad, are now at work on Scott's Creek, 28 miles from this place, and about the same distance from Nantahala, in this county, where this road and the Blue Ridge road intersect.

We are informed that no considerable barriers to the easy building of a road have yet been found. If the further location finds no greater in future, than the experimental survey experienced, this route will be most favored by the great body of our people. And hence we say to the people of South Carolina, press on with the Blue Ridge road. Within 25 miles of Franklin and 48 of Clayton, Ga., you will meet with a railroad running from the Mississippi to the Atlantic Ocean."

Arrangements have been completed between the New York Central and Harlem Railroad Companies, by which the latter road may share in the through freight and passenger business to and from the city of New York. The Harlem Company are making extensive preparations to transact the increased business which this important arrangement is expected to bring over their line.

The Flatbush Avenue Railroad route, from Fulton Ferry to the town of Flatbush, was opened on Saturday last, and the cars now run regularly.

The Lexington and Big Sandy Railroad was sold on the 9th inst. It was purchased by H. Means and W. T. Nicholas, of Ashland, Ky., for $60,000.

The first shipment of iron for the extension of the Evansville and Crawfordsville Railroad passed through Indianapolis on the 8th inst., and was to be unloaded on the following day, the entire amount necessary to complete the extension being contracted for to be delivered by the 20th of September. Track laying will be commenced immediately, and the road will probably be in condition to use by the time the hog and corn crops seek a market.

The Chicago *Press* of 11th inst., says: "Our railroad men, in view of the immense harvest, are among the best contented members of the business community. Such demands as will this Fall

be made upon their rolling stock, in the freight department thereof, were never experienced before. A promise disappointed in seasons past, this year has been abundantly fulfilled: More grain will be harvested in the Northwest this year, than ever in any two seasons before, and the pressure upon facilities of every kind in getting this grain to market is to be immense. The past few months have been well employed by our railroads in active preparation, at first not immediately with a view to the near approaching need, but this is now the spur. The increase of freight has become so great on the Illinois Central Railway, that the company have decided to add 2,500 freight cars to their already extensive rolling stock.

Other roads are making large additions to their stock, and carrying increased efficiency and thorough working order into every department. Scarcely any Illinois road has seen more marked and important improvement than the St. Louis, Alton, and Chicago, under the efficient Superintendentship of Col. R. B. Mason. The Chicago and Rock Island is also of the same class in present state of efficiency, and there is abundant need of all its facilities. The Chicago, Burlington and Quincy, with its capital westward connections toward the Pike's Peak magnet, together with the splendid agricultural region it traverses in our State, will have made of the present a year that will certainly gratify stockholders. We might go through the entire list of roads centering here to show that they are finding in this year, culminating in this glorious harvest, a reverse of the coveted stamp, the reverse of their experiences and history for several years past. The stock reports will, and indeed are, proving an accurate and sensitive register of this change in the condition of our Western roads."

That part of the Pittsburg and Erie Railroad lying between Jamestown and New Castle, and the cross road from the Ohio State line eastward, together will all the rights, privileges and franchises of the company, were sold on the 26th ult., to Samuel Goodwin and Dr. William Gibson, for the sum of $5,000. The sale was made on a mortgage given by the company to trustees to secure the claims of certain contractors.

James River and Kanawha Canal.

The Richmond *Whig* says that the negotiations pending for several years between M. de Bellot des Minieres, representative of a company of French capitalists, and the James River and Kanawha Company, having for their object the completion of the great water line of that State, were brought to a satisfactory conclusion, on the 25th. The French company stipulate:

To purchase the State's interest, in the Canal, for the sum of $2,500,000.

To purchase the interest of the private stockholders, by the issue of bonds, for one half the amount thereof, the same bearing interest at 5 per cent. per annum, until the completion of the work; and thereafter entitling the holders to a participation in the yearly dividends of the company.

To complete the canal to Covington in three years, and to the Kanawha river in eight years.

To widen and deepen the canal including the locks, between its termini.

To deposit one million dollars as a guaranty of the fulfillment, on its part, of the terms of the agreement, the same to be forfeited to the J. R. and K. Company, in the event of failure.

The Board of Public Works, representing the State, have already given their consent. The private stockholders, however, have yet to decide whether they will exchange about $2,000,000 of unproductive stock, for $1,000,000 of certificates of debt, yielding them a certainty of 5 per cent. for eight years, and promising them a yearly dividend after that period. A general meeting of the stockholders has been called for the 28th August. It is understood, says the *Whig*, that the Emperor, Louis Napoleon, is cognizant of the enterprise, and has given it his imperial approbation.

Chicago, Burlington and Quincy Railroad.

The earnings of this line for the first seven months in 1859 and 1860 were:

	1859.	1860.	Increase.
January	$83,041 01	$111,019 44	$27,978 43
Febr'y	88,854 48	117,856 92	29,002 44
March	114,037 31	161,268 71	47,231 50
April	129,981 77	168,630 33	38,648 56
May	129,149 27	220,532 62	91,383 35
June	124,381 91	148,829 95	21,448 04
July	100,883 61	154,723 41	53,839 80
Total.	$770,329 26	$1,082,861 88	$312,532 12

Length of road, 310 miles.

Freedom Iron Company's Tyres and Axles.

This company, whose cold-blast charcoal furnace is at Greenwood, Huntingdon County, and whose forge, hammers and mill are near Lewistown, in Mifflin County, in this State, are introducing their tyres and axles into favor and a market, in all parts of the United States. By recent improvements they are enabled to fit a tyre upon the wheel, ready for service, without the application of turning tools to the face of the tread, and whereby it is alleged the durability and wear of the tyre is prolonged and a greater economy attained.

Freedom tyres and axles are now in service upon roads in all sections of the country, even in localities where the competition is strongest from English manufacturers. Freedom tyres are in use upon the Camden and Amboy, Central New Jersey, Belvidere Delaware, Hudson River, Harlem, Long Island, and other railroads in the vicinity of New York, into which city the larger proportion of foreign iron is imported.—*U. S. R. R. & Min. Reg.*

Mahanoy and Broad Mountain Railroad Co.

Geo. B. Roberts, Esq., Chief Engineer of this company is in the field with his corps. In reference to this new road, it is well enough to say that it is not deemed *antagonistic* to but independent of the Schuylkill Haven and Mine Hill Railroad, which latter road constitutes an outlet from the Mahanoy at Ashland, whereas the new road will open the coal region and carry from collieries north of that point. The Mine Hill Company's programme, as it is now operated, will not be broken into by the new road, which is intended to facilitate new operations and give coal land proprietors, hitherto shut out from market, an opportunity to open mines upon their mineral acres and make their estates available for practical revenue purposes.—*U. S. R. R. & Mining Reg.*

South Carolina Central Railroad.

The survey of this road was commenced on the 1st of August, at Charlotte, North Carolina, under the general superintendence of that experienced engineer, S. S. Solomons, at present connected with the North-eastern Railroad. The committees in the several districts will be called on as the survey approaches their sections, for such aid as may be necessary.—*Sumter Dispatch.*

Chicago, Alton and St. Louis Railroad.

No road in the West has improved more rapidly in a financial point than the St. Louis, Alton and Chicago, since it passed into the possession of those who at present control it. This fact is shown in the large increase of its earnings over the corresponding time in 1859. We have seen an advance proof of the balance sheet of the Treasurer, from December 2, 1859, up to July 1, 1860, from which we learn that the earnings of the line up to July 1st were $468,107.24, showing an increase of $130,769.12 over the corresponding period in 1859; to this statement we add $83,455.13, for the month of July, showing an aggregate earning of $551,562.37 for eight months. The total increase for the same time was $154,887.81. During this time large amounts have been expended in purchasing new rolling stock, putting down new track, building bridges, &c. And we learn that the company are now employing a large force of hands in making repairs, and that as soon as men and money can do it, the entire line will be put in a most thorough condition throughout.—*Chicago Paper.*

☞ We learn that William Larned, Esq., the New York Director of the Galena and Chicago Railroad, has begun his duties as Financial Superintendent and Treasurer of that road, and will hereafter reside in this city. Mr. Larned is a brother of a well known fellow citizen, E. C. Larned, Esq., and is a gentleman of large experience in financial affairs.—*Chicago Press and Tribune.*

Railroad Earnings.

The revenue of the Baltimore and Ohio Railroad for July was:

MAIN STEM.	
From Passengers	$57,757 30
" Tonnage	252,534 94
" Mails	7,833 34
" Express	3,770 00
	$321,895 58
WASHINGTON BRANCH.	
From Passengers	$32,227 24
" Tonnage	11,293 44
" Mails	1,000 00
	44,520 28
N. W. VIRGINIA BRANCH.	
From Passengers	$2,249 64
" Tonnage	13,505 75
" Mails	866 66
	16,622 05

Summary of Revenue for July, 1859 and 1860.

	1859.	1860.
Main stem	$261,589 62	$321,895 58
Washington Branch	31,784 44	44,520 28
N. W. Virginia Railroad	10,787 19	16,622 05
Totals	$304,161 25	$383,037 91

Showing an net increase of $78,876 66 over July 1859.

The fiscal year of the Company commenced with October. The revenue for the first ten months of the present year compares with that for the same months of the previous year as follows:

	1859-'60.	1858-'9.
October	$416,929 61	$391,395 10
November	431,287 56	380,879 75
December	355,662 13	337,202 25
January	282,070 64	314,201 09
February	332,743 77	303,631 78
March	425,487 08	400,984 68
April	406,428 36	360,751 15
May	435,133 28	391,019 17
June	374,437 59	350,444 16
July	383,037 91	304,161 25
Totals	$3,843 217 93	$3,534,670 38
	3,534,670 38	
Increase present y.	$308,547 55	

Nearly the whole of this increase has been upon the business of the main stem. There is a good prospect that the remaining months of this year will add largely to the increase.

The receipts of the Grand Trunk Railway of Canada, for the week ending August 4, 1860,

were	$57,550 33
Corresponding week, 1859	39,133 74
Increase	$18,416 59
Total traffic from July 1, 1860	$269,929 96
Do. for same period last y	200,042 80
Increase	$69,887 16

The July earnings of the Macon and Western Railroad Company were:

Passenger Transportation	$14,709 84
Freight "	10,823 39
Mail "	866 45
Total	$26,399 18
July, 1859	25,661 41
Increase	$786 77

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad for July, 1860, compared with the same period of last year were:

	1860.	1859.
From Freight	$78,118 00	$56,931 23
" Passengers	56,018 93	54 361 29
" Express	2,600 00	3,250 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 33	5,500 00
" Rents and Miscel.	883 75	314 91
Total	$152,529 01	$128,182 43
Increase		$24,346 58
Total from Jan. 1st, to July 31st, 1860	$1,174,615 52	$958,871 86
Increase		$215,743 66

The earnings and expenses of the Cleveland and Mahoning Railroad Company in July were as follows:

	1859.	1860.
Passengers	$4,521 01	$4,870 63
Freight	9,116 56	11,031 51
Coal	8,591 82	17,929 71
Mails, etc.	262 60	418 75
Gross earnings	$22,491 89	$34,250 60
Expenses	8,056 13	11,709 95
Net earnings	$14,434 76	$22,540 65

The earnings of the Cleveland, Columbus and Cincinnati Railroad for July show a fair gain. The figures are:

July, 1860	$94,673 42
July, 1859	76,758 59
Increase	$17,915 83

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of July, 1859 and 1860:

	1859.	1860.
EARNINGS.		
Passengers	$25,531 43	$31,014 75
Freight	21,986 46	25,899 97
Other sources	1,538 50	1,402 00
Total	$49,056 39	$58,316 72
Increase		$9,260 33
EXPENSES.		
Construction	$275 00	
Maintaining road	15,889 35	$16,804 77
Repairs of machinery	3,540 66	6,747 21
Operating	14,082 88	11,736 27
Total	$33,787 87	$35,288 25
Increase		$1,500 38

$1,371 paid for taxes included in the above; same was paid last year in August.

The following is a comparative statement of the business of the North Pennsylvania Railroad Company:

Earnings in July, 1860	$30,694 51
Do. July, 1859	26,406 58
Increase	$4,287 93
In first eight month of fiscal year	$246,958 04
Same months last year	214,027 12
Increase	$32,930 93

The earnings of the Housatonic Railroad for July were:

	1859.	1860.
Freights	$13,302 64	$14 809 44
Passengers	10,435 83	12,589 85
Total	$23,738 47	$27,399 29
Total receipts, July, 1860		$28,831 46
" " " 1859		24,670 63
Total gain		$3,660 83

The following is the Illinois Central Railroad Company's statement for July, 1860:

Land Department.

2,421 76 acres sold for	$36,751 72
19,170 58 " " since Jan. 1	301,837 65
1,237,260 55 " " previously	15,735,837 02
1,256,431 13 " " Total	$16,037,724 67
Bonds canceled in July	$31,500 00
" " previously	1,689,500 00
Total bonds canceled	$1,721,000 00
Cash receipts in July, 1860	$54,383 54
Total cash and bonds received to July 31, 1860	$3,634,289 71

Traffic Department.

Total receipts for July, 1860	$196,188 48
Do. do. 1859	138,907 06
Increase	$57,281 42
Total receipts since Jan. 1, 1860	$1,370,697 36
Do. correspond'g period,'59	996,332 57
Increase	$374,364 79

The traffic of the Great Western Railway of Canada for the week ending August 10, 1860, was as follows:

Passengers	$17,699 77
Freight and live stock	11,616 72
Mails and sundries	1,311 38
Total	$30,618 87
Corresponding week last year	28,734 57
Increase	$1,884 29

The earnings of the Erie Railroad for the month of July were:

1860	$361,818 65
1859	319,954 73
Increase in 1860	$41,863 92

The receipts of the Michigan Central Railroad for July, 1860, were | $128,383 28
July, 1859 | 108,303 94
Increase | $20,079 34

The earnings of the Indianapolis and Cincinnati Railroad for July, were $29,605, being an increase over the same month last year of $4,392. Of this increase, 1,652 belonged to the passenger department, and $2,740 to the freight. The express and mail receipts were about the same as last year.

The earnings of the Dayton and Michigan Railroad for July were:

Freight	$17,854 54
Passengers	12,553 15
Mails and express	2,380 00
Total	$32,787 69

These figures show a falling off in the traffic of the road, as compared with the previous month, of $1,690 79, while the month of June exhibited an increase over May of $2,250 17. The difference in the freight receipts between June and July, amounted to $3,083 13, in favor of the former month. The passenger earnings were about the same, while the mail and express increased $894 02.

The earnings of the New York and New Haven Railroad Company for July, 1860, were as follows:

Passengers	$75,258 06
Freight	11,250 00
Total	$86,508 06
July, 1859	80,228 43
Gain in July, 1860	$6,279 63

The following is a statement of the earnings of the New York Central Railroad for July, 1860, compared with its earnings for the corresponding month of the previous year:

July, 1860	$549,174 36
July, 1859	504,217 40
Increase	$44,956 96

The following are the earnings of the Great Western Railway of Canada for the week ending August 3, 1860:

Passengers	$17,000 51
Freight and live stock	10,227 13
Mails and sundries	1,397 60
Total	$28,625 24
Corresponding week of last year	31,674 27
Decrease	$3,049 03

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending August 13 1860.

BONDS.	Per cent	
Little Miami, 1st Mort.	68——87	and int.
Covington and Lexington, 1st Mortgage	68——73	"
" " " 1st "	78——83	"
" " " 2d "	78——74	"
Ohio & Miss. R. D., Construction	78——	
" " 2d Mort.	78——75	
Indianap. & Cincinnati, 1st Mortgage	78——85	
" " 2d do.	78——75	
Cinc., Ham. and Dayton, 2d Mortgage	78——87	and int.
" " " 1st "	78——98	"
Dayton and Western, 1st Mortgage	78——60	
" " 2d "	78——45	
City of Cincinnati, Railroad	68——85	
Indiana Central, 1st Mortgage	78——70	
" " 2d "	10s——70	

STOCKS.	
Cincinnati, Hamilton & Dayton, Ex Div.	75—76
Columbus and Xenia	85—85½
Indianapolis & Cincinnati	42—43
Little Miami	85½—86
Ohio and Miss. R. R. Trustees Scrip	10—12
Ohio and Mississippi	1— 1¼
Farmers' Bank of Ky., Ex Div.	121—125

Mobile and Ohio Railroad.

The last bar of iron for the completion of this road has been received in Mobile. All the iron necessary for the work is now on hand. Cars of all kinds, and steam engines, etc., are on their way to the same port to stock the road completely by the first of November.

Memphis Branch Railroad.

We learn from the Clarksville (Tenn.) *Jeffersonian* that the cars from that place have commenced making regular trips over the Memphis Branch of the Louisville and Nashville road as far as Allensville, a point eighty miles from the Tennessee line. The first regular trips were made on Wednesday of last week, on which day Mr. Faxon went over the road as far as the Allensville Station, and found it in excellent condition, and one of the best built roads he had ever seen. The track, although entirely new, is remarkably smooth, and as straight as a bird could fly. The grades are light, and will doubtless prove one of the best and most comfortable roads in the country. The track is already completed eleven miles from the State line, and it is expected that the cars will be run up twelve miles within a very few days, making a continuous road of twenty-seven miles from Clarksville. The gentlemen who have charge of the track-laying are performing their work with great care and fidelity, and pressing forward with energy. The iron bridge over the Elk Fork is an unique and beautiful structure and a very substantial one. A similar one will be put in at the Whipporwill. It is already on the ground and will be up in a very short time. But a few weeks will now elapse before the cars will be dashing into Russelville and Bowling Green. The present expectation is to run them through before the 20 of September. The same paper states that the track on the trestle work over the Cumberland river, opposite Clarksville, was finished last Thursday, and the track-laying towards Palmyra will be commenced immediately.—*Cin. Com. Aug.* 11.

Railroads of the State of Vermont, 1848—1859.

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
1848.	$	$	$	$	$	M.	$	$	$	$	$	$		p. c.
Vermont Central	3,529,618	.....	.....	3,529,618	3,419,777	53.00	26,503	23,061	2,082	51,646	25,759	25,887	*nil.*	*nil.*
Connecticut and Passumpsic Rivers.	792,573	.....	.....	792,573	801,954	40.03	.....	.....	.....	.....	.....	.....	"	"
1849.														
Vermont Central	3,972,008	597,069	420,117	4,989,194	3,927,119	63.00	53,071	46,138	4,022	103,231	51,568	51,663	*nil.*	*nil.*
Connecticut and Passumpsic Rivers.	1,000,000	200,000	.....	1,200,000	1,111,867	60.74	25,110	32,211	.....	57,321	23,761	33,560	"	"
1850.														
Vermont Central	4,575,242	868,648	730,550	6,174,440	5,134,423	119.00	79,566	70,013	7,895	157,474	74,594	82 880	*nil.*	*nil.*
Connecticut and Passumpsic Rivers.	1,100,000	250,000	.....	1,350,000	1,323,039	60.74	54,431	53,876	4,327	112,634	50,920	61,714	127,492	12
Rutland and Burlington	1,625,200	.....	.....	1,625,000	425.000	14.00	.....	.....	.....	.....	.....	.....	*nil.*	*nil.*
Vermont and Canada	1,348,500	.....	.....	1,348,500	1,348,500	47.00	.....	.....	107,880	107,880	.....	107,880	107,880	8
1851.														
Vermont Central	5,000,000	2,000,000	500,000	7,500,000	6,803,990	119.00	147,262	274,965	14,355	436,582	215,881	220,701	*nil.*	*nil.*
Connecticut and Passumpsic Rivers.	1,200,000	500,000	.....	1,700,000	1.701,686	60.74	64,101	80,374	5,108	149,583	65,458	84,125	63,746	6
Rutland and Burlington	1,625,200	1,800,000	800,000	4,225,200	4,343,441	119.54	133,413	127,756	16,242	277,411	100,445	176,966	*nil.*	*nil.*
Vermont and Canada	1,348,500	.....	.....	1,348,500	1,348,500	47.00	.....	.....	107 880	107,880	.....	107,880	107,880	8
Rutland and Whitehall	255,700	.....	.....	225,700	255,700	8.39	.....	.....	17,899	17,899	.....	17,899	17,899	7
1852.														
Vermont Central	5,000,000	2,000,000	600,000	7,600,000	6,680,346	119.00	171,606	328,471	15,550	515,627	490,596	25,031	*nil.*	*nil.*
Connecticut and Passumpsic Rivers.	1,200,000	500,000	.....	1,700,000	1 747,167	60.74	70,445	75,243	6,297	151,995	77,009	74,986	19,692	2
Rutland and Burlington	2,233,376	1,800,000	1,000,000	5,033,376	4,847,401	119.54	131,890	179,481	13,419	324,790	197,735	127.055	*nil.*	*nil.*
Vermont and Canada	1,348,500	.....	.....	1,348,500	1,348,500	47.00	.....	.....	107,880	107,880	.....	107,880	107,880	8
Vermont Valley	500,000	500,000	300,000	1,300,000	1,301,455	23.70	21,895	20,916	5,174	47,438	36,996	10,442	*nil.*	*nil.*
Rutland and Washington	600,000	400,000	.....	1,000,000	1,000,000	44.73	15,000	12,000	4,500	31,500	23,500	8,500	127.572	"
Rutland and Whitehall	255,700	.....	.....	255,700	255,700	8.39	.....	.....	17,899	17,899	.....	17,899	17,899	7
1853.														
Vermont Central	5,000,000	3,135,000	700,000	7,435,000	6,929,385	119.00	209,838	452.373	17,390	679,601	409,780	269,821	*nil.*	*nil.*
Connecticut and Passumpsic Rivers.	1,200,000	600,000	.....	1,800,000	1,760,604	60.74	72 150	86,085	6.487	164,722	90,636	74,086	19,692	2
Rutland and Burlington	2,233,376	2,713,500	600,000	5,546,876	5,477,466	119.54	181,133	237,240	77,024	495 397	285,967	209,430	*nil.*	*nil.*
Vermont and Canada	1,348,500	.....	.....	1,348 500	1,348,500	47.00	.....	.....	107,880	107 880	.....	107,880	107,880	8
Vermont Valley	500,000	500,000	300,000	1,300,000	1,301,455	23.70	21,895	20.369	5,174	47,438	36,996	10,442	*nil.*	*nil.*
Western Vermont	330,000	700,000	170,000	1,200,000	1,200,000	54.00	26,299	29,459	11,904	67,662	67,662	.....	"	"
Rutland and Washington	600,000	550,000	250,000	1,400,000	1,090,907	44.73	35,320	30,089	9,445	74,854	54,126	20,728	"	"
Rutland and Whitehall	255,700	.....	.....	255,700	255,700	8.39	.....	.....	17,899	17,899	.....	17,899	17,899	7
1854.														
Vermont Central	5,000,000	3,500,000	800,000	9,300,000	6,929,385	119.00	254,727	509,711	31,941	796,379	602,102	194,277	*nil.*	*nil.*
Connecticut nnd Passumpsic Rivers.	1,200,000	600,000	.....	1,800,000	1,780,062	60.74	68,218	87,228	7,211	162,687	107,114	55,573	"	"
Rutland and Burlington	2,233,376	3,119,900	500,000	5,853 276	5,803,000	119.54	184,309	202,235	27,880	414,424	338,522	75,902	"	"
Vermont and Canada	1,348,500	.....	.....	1,348 500	1,348 500	47.00	.....	.....	53,940	53,940	.....	53,940	53,940	4
Vermont Valley	500,000	750,000	150,000	1,400.000	1,301,455	23.70	21,897	20,369	5,174	47,438	36,996	10,442	*nil.*	*nil.*
Western Vermont	331,000	700,000	170,000	1,201,000	1.200,000	54.00	26,299	29,459	11,904	67,662	67,662	.....	"	"
Rutland and Washington	600 000	550,000	250,000	1,400,000	1,150,000	44.73	56,981	58,279	9,178	124,438	100,751	23,687	"	"
Rutland and Whitehall	255,700	.....	.....	255,700	255,700	8.39	.....	.....	17,899	17,899	.....	17,899	17,899	7
1855.														
Vermont Central	5,000,000	3,500,000	900,000	9,400,000	8,402,055	119.00	220,397	476,246	25,683	722,326	599,551	122,775	*nil.*	*nil.*
Connecticut and Passumpsic Rivers.	1,200 000	800,000	.....	2,000,000	1,784 600	60.74	72,076	102.846	7,473	182,395	108,732	73,663	"	"
Rutland and Burlington	2,233,376	3,119,900	1,000,000	6,353.276	6,188,600	119.54	184,309	202,246	27 880	414,424	338,522	75,902	"	"
Vermont and Canada	1,348,500	.....	.....	1,348,500	1,348.500	47.00	(Included in Vermont Central.)						"	"
Vermont Valley	500,000	793,200	.....	1,293,200	1,301,455	23.70	21.895	20,369	5,174	47,438	36,996	10,442	"	"
Western Vermont	331,939	700 000	200.000	1 231,939	1,231,939	64.40	26,299	29,459	11,904	67,662	67,662	.....	"	"
Rutland and Washington	600,000	550,000	250,000	1,400,000	1,250,000	44.73	63,127	80,592	8 992	152,711	129,814	22,897	"	"
Rutland and Whitehall	255,700	.....	.....	255,700	255,700	8.39	.....	.....	8,949	8,949	.....	8,949	8,949	3½

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings and Expenses.	Dividends. Amount.	Rate.
1856.	$	$	$	$	$	M.	$	$	$	$	$	$		p. c.
Vermont Central	5,000,000	3,500,000	1,423,299	9,223,299	8,402,055	119.00	210,483	530,968	24,484	765,935	552,340	213,595	*nil.*	*nil.*
Connecticut and Passumpsic Rivers	1,200,000	800,000	....	2,000,000	1,784,146	60.74	69,700	97,127	7,481	174,308	98,125	76,183	"	"
Rutland and Burlington	2,233,276	3,119,220	1,039,206	6,391,702	6,188,600	119.54	217,972	247,116	31,352	496,440	446,929	49,511	"	"
Vermont and Canada	1,348,500	....	....	1,348,500	1,348,500	47.00			(Included in Vermont Central.)				"	"
Vermont Valley	513,705	793,200	....	1,306,905	1,301,455	23.70	22,731	21,586	4,870	49,187	37,587	11,600	"	"
Western Vermont	331,939	700,000	331,519	1,363,458	1,081,782	64.50	54,491	59,914	10,617	125,022	104,233	20,789	"	"
Rutland and Washington	600,000	800,000	171,683	1,571,683	1,421,783	44.73	26,432	38,260	3,833	68,525	72,080	*loss.*	"	"
Rutland and Whitehall	255,700	....	....	255,700	255,700	8.39	.. ....	.....	15,342	15,342	.....	15,342	15,342	6
1857.														
Vermont Central	5,000,000	3,500,000	1,423,299	9,923,299	8,402,055	119.00	213,565	573,323	21,440	808,328	658,720	149,608	*nil.*	*nil.*
Connecticut and Passumpsic Rivers	1,200,000	800,000	....	2,000,000	1,784,146	60.74	68,372	100,011	7,463	175,836	104,530	71 306	"	"
Rutland and Burlington	2,233,376	3,134,624	1,023,745	6,391,745	6,188.600	119.54	155,011	202,852	24,761	382,624	306,904	75,720	"	"
Vermont and Canada	1,348,500	....	....	1,348,500	1,348,500	47.00			(Included in Vermont Central.)				"	"
Vermont Valley	515,373	793,200	....	1,308,573	1,301,455	23.70	23,582	22,348	4,853	50,783	38,271	12,512	"	"
Western Vermont	331,939	700,000	331,519	1,363,458	1,083 561	64.50	26,299	29,459	21,964	77,662	77,079	583	"	"
Rutland and Washington	600 000	800,000	203,000	1,603,000	1,421,783	44.73	67,615	91,980	9,250	168,845	132,018	36,827	"	"
Rutland and Whitehall	255,700	....	....	255,700	255,700	8.39	.....	.....	15,342	15,342	.....	15,342	15,342	6
1858.														
Vermont Central	5,000,000	3,500 000	1,423,299	9,923,299	8,402,055	119.00	185,717	493,969	26,152	705,838	567,319	108,519	*nil.*	*nil.*
Connecticut and Passumpsic Rivers	1,200,000	800,000	....	2,000,000	2,531,146	90.00	67,522	94,747	9,356	171,625	102,153	69,472	"	"
Rutland and Burlington	2,233,376	3,145,001	1,013,764	6,392,140	6 188.600	119.54	122,641	183,090	26,583	332,314	290,528	41,784	"	"
Vermont and Canada	1,348,500	....	....	1,348,500	1,348,500	47.00			(Included in Vermont Central.)				"	"
Vermont Valley	515,663	793,200	....	1,308,863	1,301.886	23.70	20,837	17,961	5,200	43,998	33.505	10,493	"	"
Western Vermont	331,939	700,000	331,519	1,363,458	1,083.561	64.50	20,000	25,000	10,859	55,859	56,726	*loss.*	"	"
Rutland and Washington	600,000	1,000,000	....	1,600,000	1,421,783	44.73	67,171	98,108	9,250	174,529	172,963	1,566	"	"
Rutland and Whitehall	255,700	....	....	255,700	255,700	8.39	.....	.....	15,342	15,342	.....	15,342	15,342	"
1859.														
Vermont Central	5,000,000	3,500,000	1,423,299	9,923,299	8,402,055	119.00	178,732	494 607	28,932	702,271	586,595	115,676	*nil.*	*nil.*
Connecticut and Passumpsic Rivers	1,200,000	800 000	....	2,000,000	2,531,146	90.00	70,744	110.596	10.782	192,122	133.619	58,503	"	"
Rutland and Burlington	2,233,376	3,145,001	1,013,764	6,392,141	6,188 600	119.54	123,199	197,975	33,114	354,388	272,726	81,562	"	"
Vermont and Canada	1,348,500	....	....	1,348,500	1,348,500	47.00			(Included in Vermont Central.)				"	"
Vermont Valley	516,164	793,200	....	1,309.364	1,301,886	23.70	20,430	19,580	5,776	45,786	38,520	7,266	"	"
Western Vermont	600,000	....	....	600,000	1,083.561	64.50	.....	.....	.....	.....	.....	36,000	36 000	6
Rutland and Washington	600,000	1,000,000	....	1,600,000	1,421,783	44.73	60,760	102,815	9,250	172,826	135,703	37,123	"	"
Rutland and Whitehall	255,700	....	....	255,700	255,700	8.39	.....	.....	15,342	15,342	.....	15,342	15 342	6

A Magnificent Street in New Orleans.

A New Orleans correspondent of the Charleston *Mercury* writes as follows: "The improvements on Canal street are still continuing, and when finished it will be the most magnificent street in the United States, if not in the world—being eight miles in length, extending from the Mississippi river to Lake Ponchartrain, and nearly two hundred feet wide, with a parterre promenade in the centre of forty feet in width. At all the grand crossings monuments or fountains are to be erected. Already Clay's monument stands at the junction of St. Charles and Canal, and it is now proposed to erect a splendid monument to Fulton, to be placed at the head of the street, fronting the Mississippi. The design, I learn, has already been made and accepted by the city. This street is our great promenade, and the fashionable side is crowded every evening."

Androscoggin Railroad.

The adjourned meeting of holders of the third mortgage bonds of this road was held in our city yesterday. John Rand moved that it was expedient to direct the Trustees to take possession of the road. Mr. Holland, of Lewiston, offered as an amendment the following: That the bondholders suspend instructing the Trustees to take possession of the Androscoggin Railroad, provided the Directors shall within thirty days pass at a regular meeting of their Board these votes, viz:

1st. To continue in office the present Superintendent, S. W. Eaton.

2d. That the earnings of the road shall be applied first to pay the running expenses—second, to all necessary repairs and liens upon the depot building upon said road, and toward the payment of the claim for iron on the road from Wilton to Farmington, for which said iron is pledged.

This amendment was adopted, and the meeting adjourned. The street talk is that the action of this meeting will facilitate the construction of the road to Bath.—*Portland Advertiser, 4th.*

Attleborough Railroad.

The friends of the proposed railroad from the Delaware river to Attleboro' and Newtown, Bucks County, Pa., met at Attleboro' on the 14th ult. The Committee on Survey made report of the lengths of the different routes surveyed, as follows: From Eddington to Newtown, via Neshaminy, 15 miles; from Bristol to Newtown, via Attleboro', 10½ miles; from Bristol to Newtown, via Flowers' Mill, 10¼ miles; from Bristol to Newtown, via Galloway's Ford and middle route, 11¼ miles; by the branch route from Attleboro' to Flowers' Mill route, 11¾ miles.

The Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad.

We learn that the Commissioners of Public Works of this State have just made a tour of inspection over the line of the Baltimore and Ohio Railroad, taking occasion at the same time to visit in part the line of the Chesapeake and Ohio Canal, and especially dam No. 4, the injury to which by freshets, some time ago, had seriously incommoded navigation. The following is the result of their observation of the two works, as furnished us for publication:

The Commissioners are much gratified to find the railroad in complete working order, and are satisfied that the officers of this road in the different departments, from the President down, are of the best in the country.

Canal dam No. 4 is now under contract with Wm. Brown, Esq., who is pushing the work to completion, having about two hundred men employed day and night laying stone, backing up wall, filling guard bank, &c., and will certainly have the whole work completed by the 15th of September, 1860, at which time the President and Directors can insure navigation, when they contemplate advancing the freight on coal twenty-five cents per ton from Cumberland to tide-water.—*Baltimore Sun, August 2.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	----	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	----	59,430	22,359	—	----
2 Feb. '59	30.3	—	----	58.1	2	2	19	*Ala. and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '59	99.2	—	----	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 Jan. '59	3[illegible]	14.7	----	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	----
28 Feb. '59	88.5	28.4	----	20	14	272		Montgomery and West Point.	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	----	446,153	211,880	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North E'st and South West*	600,000	*	—	650,000	----	----	1,030,957	—	—	—	—	—	—
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	----	—	—	----	----	----	----	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----	—	—	----	----	----	----	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	----	----	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Sep. '59	22.5	—	----	41.8	----	----	----	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	----	211,420	115,076	----	----
								CONNECTICUT.													
31 Jan. '59	23.9	—	----	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	----	56,044	20,618	6	----
30 Sep. '59	122.4	—	----	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	----	—	—	—	----	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	904,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	----	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	----	271,273	66,330	—	----
31 Dec. '58	57.0	—	----	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	----	199,536	314,068	—	----
30 Nov. '58	62.3	—	----	—	—	—	----	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	----	1,488,538	50.1	----	76,758	8,946	—	----
31 Dec. '58	46.4	8.8	----	—	—	—	----	New Haven and Northampton	1,400,000	*	—	922,500	500,000	----	1,481,723	55.2	----	158,652	loss.	5	----
30 Nov. '58	66.0	—	----	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	----
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	----
31 Mar. '58	59.0	7.0	----	—	—	—	----	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	----	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	----	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	----	66,628	—	—	----
30 Nov. '58	14.3	—	----	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	----	19,895	—	—	----
								FLORIDA.													
-- -- 59	154.2	—	----	—	—	—	—	*Florida*	----	—	—	----	----	----	----	—	—	—	—	—	----
30 Apr. '58	—	—	----	45.1	----	----	----	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	----	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	—	—	—	*Pensacola and Georgia*	----	—	—	----	----	----	----	29.4	----	—	—	—	----
								GEORGIA.													
31 July '58	86.7	—	----	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	----	362,061	197,357	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	----	—	—	----	----	----	----	30.0	----	—	—	—	----
31 Dec. '57	53.0	—	----	—	—	—	----	Augusta and Savannah	1,032,200	*	—	733,700	298,500	----	1,032,200	53.0	----	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	----	----	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	—	—	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	----	5,977,106	229.0	790,030	1,633,947	839,604	10	----
31 Mar. '59	171.0	61.0	----	—	—	—	----	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	375,000	—	7,368,665	232.0	----	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	----	—	—	—	----
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	----	----	147.2	171,758	547,876	337,769	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			----	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
-- -- --	220.0	—	----	—	----	----	----	Chicago, Alton and St. Louis	10,000,000	----	----	3,500,000	4,500,000	----	10,000,000	220.0	----	----	----	—	----
30 Apr. '59	138.0	—	----	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	----	8,149,084	210.0	----	1,044,573	171,515	----	92
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
-- -- '58	138.0	—	----	75.0	—	—	—	Chicago and Northwestern	----	—	—	4,250,000	6,350,000	2,500,000	13,330,000	138.0	----	—	—	—	----
30 Jun. '58	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	----	1,407,846	629,029	—	85
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	----	580,000	----	----	84.0	----	—	—	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	81
-- -- '57	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	----	—	—	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,395	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	----	1,976,578	556,624	—	86
-- -- --	—	—	—	81.5	—	—	—	Illinois River	----	—	—	----	----	----	----	—	—	—	—	—	----
-- -- --	148.0	—	----	—	----	----	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	—	—	—	----
-- -- --	46.6	—	----	—	----	----	----	Peoria and Bureau Valley	----	—	—	----	600,000	----	----	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	----	—	—	----	----	----	----	—	—	—	—	—	----
-- -- '58	186.0	—	----	—	----	----	----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----	----	186.0	----	—	—	—	----
31 Dec. '58	100.0	—	----	—	----	----	----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	----	----	----	Rock Island Bridge	----	—	—	----	----	----	----	oper	by Chic.	& R. Is.	—	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	----	823,767	----	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	----	----	----	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	----	----	108.0	----	—	—	—	----
-- -- --	29.0	—	----	73.0	----	----	----	Cincinnati, Peru and Chicago	----	—	—	----	----	----	----	29.0	----	—	—	—	----
31 Aug. '57	109.0	—	----	—	----	----	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	----	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	—	—	----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	----	236,397	80,109	—	----
31 Aug. '57	78.0	—	----	—	----	----	----	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	----	108.0	----	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	----	----	----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	----	2,000,000	64.0	----	—	—	—	----
-- -- '58	86.0	49.0	----	—	----	----	----	Madison and Indianapolis	2,984,516	*	*	1,647,700	1,336,816	----	----	135.0	----	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	----	----	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	----	----	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----	—	—	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	----	----	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	—	—	—	----
31 Dec. '59	86.0	—	----	—	----	----	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	----	—	—	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	----	—	—	245,000	755,000	----	----	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	----	----	----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	----	—	—	—	----
-- -- '59	55.0	52.6	----	312.0	----	----	----	Mississippi and Missouri	4,198,000	*	—	----	----	----	----	107.6	----	—	—	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,000.		----	20.0	----	—	—	—	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	----	----	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '59	29.0	—	----	—	----	----	----	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	----	712,322	29.0	----	120,187	64,142	7	80
30 Jun. '59	65.1	—	----	—	----	----	----	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	----	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	----	163,288	94,995	—	----
-- -- '59	18.8	—	----	70.2	—	—	----	Maysville and Lexington	----	----	—	----	----	----	----	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	----	----	----	Clinton and Port Hudson	750,666	*	—	----	----	----	----	22.0	----	—	—	—	----
-- -- --	27.0	—	----	—	----	----	----	Mexican Gulf	662,911	*	—	----	----	----	----	27.0	----	—	—	—	----
31 Dec. '58	80.0	—	----	178.0	----	----	----	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	----	225.577	----	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	----	758,774	----	—	----
31 Aug. '58	21.0	—	----	168.0	----	----	----	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	60,384	99 ,050	21.0	----	----	----	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	.....	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,960	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	.....	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	155,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	...	...	—	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,011,413	101,919	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	.....	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	.....	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	80¼
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,049	—	122½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,850,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	105½
30 Nov. '59	74.3	8.8	51.3	—	30	42	560	Boston and Maine	3,846,683	373,057	105,967	4,976,974	—	—	4,523,400	83.1	540,372	860,119	394,475	8	109
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	108
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,048	1,067,071	311,525	7	107
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,699	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	—	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	351	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	—	44
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,895	—	82½
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	100¾
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	49,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	.....	—	288,951	305,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	240,000	100,000	—	368,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,686	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,860	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,096	—	229,240	221,600	211,693	655,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	.....	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,888	22,551	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	234,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,490	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,509,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	126,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,365	226,000	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	30,426	—	259,685	153,240	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	.....	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and R.	5,335	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	18½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,529	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	112½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R. R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,023	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	68
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,090	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	22
-- -- --	—	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,660	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,012	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,393,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,538	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,505	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	.....	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	.....	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Mass.	.....	—	86½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	.....	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	363,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	289,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	120
1 Mar. '60	—	—	—	2.9	...	...	.....	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,865	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	18.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	.....	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*	.....	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	...	...	.....	Warren	1,625,312	*	.....	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
30 Nov. '59	13.0	—	.....	47.0	...	...	.....	West Jersey	280,278	.....	.....	216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.5	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '58	38.5	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '58	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	38,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '58	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	60
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River.	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	87½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	28½
30 Sep. '59	130.6	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,859	358,792	—	20
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,988	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	118,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
— — '58	95.2	2.0	.....	—	.....	.....	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,042	209,795	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	75
— — '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,260,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	95
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	—	—	Cleveland and Pittsburg	9,330,288	*	—	3,942,388	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	47
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	980,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,680	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
— — '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	85½
31 Dec. '58	173.8	21.6	.....	—	33	28	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	177.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
— — '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	.....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	.....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.8	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	.....
30 Nov. '59	45.7	—	20.2	16	6	—	—	Lehigh Valley	—	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	.....
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	251,532	9,291,156	.....	.....	595,857	508,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,862,355	2,281,617	—	77½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,787,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	48
30 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	.....
31 Oct. '59	98.0	6.0	.....	—	81	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	437,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0		60,438		—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	86½
30 Sep. '59	31.0	—	....	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	...	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	....
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,261,973	161,272	4,148,920	....	.....	191,970	90,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
.. ..	'58 40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan.	'59 143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
	100.0	—	30.6	55.8	...	...	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	....
	....	—	....	—	...	...	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
.. ..	'58 32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. ..	'58 56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. ..	'59 43.0	—	....	31.0	...	...	....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	....
1 May	'58 75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	....
.. ..	'59 25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. ..	'59 28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May,	'59 90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989.708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950.000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun.	'59 119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun.	'59 47.0	—	2.8	—	...	...	....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	70
31 Aug.	'59 23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	....
31 Aug.	'59 54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42.000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	....
31 Mar. '59	79 .2	—	....	—	...	...	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	....
30 Sep. '59	103.5	—	....	—	8	—	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491.674	267,192	—	64
31 Mar. '58	76.1	—	....	—	...	...	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	76.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	52
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	....
30 Sep. '57	32.3	—	....	—	...	...	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	660,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. ..	'57 42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047.000	762,852	8,506,545	234.4	.....	883,186	439,943	—	7
.. ..	'57 50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan.	'58 104.0	—	....	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
.. ..	'58 10.0	—	....	55.0	...	...	....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								FOREIGN COMPANIES.													
								CANADA.													
31 July	'59 158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
.. ..	'59 81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
.. ..	'59 37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep.	'58 624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. ..	'59 229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	—
.. ..	'59 24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	—
.. ..	'59 95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254.530	.....	.....	—	—
.. ..	'59 54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	—
.. ..	'59 25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
30 Nov.	'58 29.9	0.9	....	79.3	...	...	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29 9	.....	.....	.....	—	—
.. ..	'59 60.0	—	....	—	...	...	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60,0	.....	.....	.....	—	—
								NOVA SCOTIA.													
.. ..	'59 61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	—
								NEW GRANADA.													
.. Dec.	'58 48.7	—	....	—	...	...	....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,200,120	15	125

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	57⅝
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon)	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	88½
" "	700,000	6	1880	87
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ⅛ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. ('1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	400,000	7	1884	----
Cent. Ill. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96⅝
Chic., St. Paul and Fond du Lac:				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	98
2d Mortgage	950,000	---	1880	87
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
***Columbus, Piqua and Indiana:**				
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
		†	------	----
		†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage		7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	102½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,203,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State)	$75,000 a y'r after '65	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
		---	------	----
		---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)		7	1891	----
Free Land, 2d Mortgage		8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	96
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
		---	------	----
		---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
		---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	1881	----
2d Mortgage (convertible)	757,000	7	------	72
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
		---	------	----
		---	------	----
		---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	100½
3d Mortgage	1,840,000	7	1875	95⅞
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60¼
Construction	12,885,000	7	1875	94⅛
Construction	4,115,000	6	1875	95½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	70
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
		---	------	----
		---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$303,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	40
1st Land Grant (Western Div.)	4,000,000	†	------	26
2d Land Grant (Western Div.)	353,600	†	------	26
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	87
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	85
1st Mortgage (convertible)	500,000	8	------	97½
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1803	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80½
2d Mortgage	2,175,000	†	1877	49
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	52½
1st Mortgage (convertible)	1,250,000	8†	1877	52½
South-West Branch	350,000	8†	1866	52½
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,255,000	6	------	----
New Haven and Hartford:				
----	----------	---	------	----
----	----------	---	------	----
N. Hav., N. Lond. and Stonington:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	101½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	101
3d Mortgage (convertible)	6,000,000	7	1871	47
4th Mortgage (convertible)	3,729,000	7	1880	69
5th Mortgage	1,277,000	7	1883	94½
Unsecured (convertible)	2,618,000	7	1871	50
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	51½
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----	----------	†	------	----
Peru and Indianapolis:				
----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1867 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	74
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,920	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'n Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ---- ----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	76
2d Mortgage (convertible)	2,000,000	7†	'68-'70	46
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ---- ----	----	----	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ---- ----	----	----	----	----
---- ---- ---- ----	----	----	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	208,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending August 15, 1860.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
FEDERAL STOCKS:—						
U. S. 5s, 1874	101½	102½	----	----	102½	103½
U. S. 5s, 1865	----	----	----	----	----	101
STATE STOCKS:—						
California 7s	90½	90½	----	90½	90½	----
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	97½	97½	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	82½	82	82½	82	82½	81½
New York 5s, 1874	103½	----	----	----	----	----
" 6s, 1865	----	103	----	----	----	----
North Carolina 6s	96½	96½	96½	96½	96½	96½
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90½	90½	90	90½	90	90½
Virginia 6s	91½	91½	91½	91½	91½	91½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	88	89½	87½	88½	88	90
Chicago and Rock Isl.	84½	85	83½	81½	----	83
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	11½	11½	12	12	12	11½
Clev. and Toledo	49	48½	47½	45½	----	46½
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	81	80½	80	78½	78	81
Hudson River	59½	59½	57½	57½	58	58½
Illinois Central (scrip)	85	85½	85	84	83½	85½
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	68	67½	66	66½	66	67
M. S. and N. I. guar'd,	49½	49½	49	48½	47	48½
M. S. and N. I.	22½	24	24	23½	23½	23½
Milwaukee and Miss.	13½	13	13½	13½	13½	13½
New Jersey Central.	----	----	----	----	----	----
New York Central	88	88	87	87	87	87½
New York and Erie	28½	28½	28	----	28½	28½
N. York and Harlem.	17½	19½	19½	19½	19	19½
N. Y. and H. "pref."	50½	50½	50	50	49	49
Panama	124	123½	123½	122½	124	122½
Phila. and Reading	48½	48½	47½	47½	46½	47
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	64	64	63	63	64	64
" " 2d M.	35	35	35	35½	35	35
" " S. F.	----	----	----	----	----	82
Cl. & Tol. S. F. 7 p.c. '85	79	80	----	78½	----	----
D. L. & W. 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	102	102	102	102	102
Gal. and Ch. 1M. 8 p.c. '63	----	----	----	----	----	----
" 2M. 8 p.c. '75	----	----	----	----	95	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	72½
Hudson R. 1M. 7 p.c. '69	----	106	----	----	----	----
" 2M. 7 p.c. '60	----	----	101	----	----	----
" 3M. 7 p.c. '75	92½	----	92	----	----	92
Illinois Centr. 7 p.c. '75	95½	95½	----	----	94½	95½
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	80	81	81	78	78	79
" " 2 M.	----	54	53	47	49	49
Mich. Cen. S. F. 8 p.c. '82	100	----	99½	----	----	100
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	88	----	87½	----
" " 2d M. 7%	70	69	69	68½	69	69
" " S. F.	----	81½	82	82	81½	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	85	85	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '63	96	----	----	----	95	----
" 1 M. 7 p.c. '64	----	102½	----	----	102½	----
N. Y. & E. 1 M. 7 p.c. '67	102½	----	----	----	102½	102½
" 2 M. 7 p.c. '59	----	----	----	102	102	102
" 3 M. 7 p.c. '71	97	----	97	97	98½	97½
" 4 M. 7 p.c. '80	83	----	----	----	----	80
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7p.c. '62	54	----	56	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	51½
N. Y. & H. 1 M. 7 p.c. '73	99½	----	----	----	99	----
" 2 M. 7 p.c. '64	----	----	----	----	96	----
" 3 M. 7 p.c. '67	85	----	----	----	----	85
Penn. 1M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	82	----	----	----	----	80½
" " 2M. 8s '70	----	----	60	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	102½	102½	102½	102½	102½
America, Bank of	----	----	----	----	111½	113
Commerce, Bank of	100½	100½	----	----	----	100½
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	113	----	----	----	----	113
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	25
Columbian	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	12½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96½	96	96½	96½	96½	96½
Cumberland Coal Co.	14½	17	----	16	16½	16½
Penn'a Coal Co.	86½	86½	86½	----	----	----
Pacific Mail S. S. Co.	80	83½	83	80½	79	80
Canton	----	----	20½	----	20	----
Brooklyn Water W's	102½	----	----	----	102½	----

The following are the closing prices in the London Market on the 4th August:

United States 5 p. c. red. '74	93	to	93½
Illinois Central 6 p. c. red. 1875	81	to	83
Do. 7 p. c. red. 1875	85	to	87
Do. do. Fr. L'd red. '60.	91	to	94
Do. $100 shares, $80 p'd.	32½	to	31½
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	88	to	90
Do. do. 1st mortgage (sinking fund), 1882	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	71	to	73
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876.	93	to	95
Do. $100 shares	74	to	78
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883. assented	82	to	84
Do. Bonds, 1862, '71, '75 do.	45	to	50
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, August 18, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

Philadelphia and Baltimore Central R. R.

An adjourned meeting of the stockholders of this company was held at Avondale, the present southern terminus of the road, on the 4th inst. The committee appointed at the previous meeting, to raise funds for the completion of the road by the sale of the bonds of the company, reported that it was inexpedient to push the matter further; that owing to the company's adverse circumstances, public confidence had been much impaired, etc., etc. The committee were then discharged. The proposition of Messrs. S. M. Felton and associates was then presented, viz: to furnish $180,000, taking therefor the bonds of the company to the amount of $300,000, at 60 per cent.; to apply $155,000 of the proceeds towards paying the debts of the company and completing the road, and $25,000 toward the purchase of rolling stock; and to take a lease of the road for 20 years, with the privilege of renewal for 20 years more. The proposing parties do not agree to extend the road, but only to take that portion which the company build and operate it. All the money is to be expended east of the Susquehanna, and the total amount of bonds in completing the road to Oxford

not to exceed $700,000. The whole net earning to be liable for the interest on the bonds, and the balance to be equally divided. After considerable discussion, the following resolution was adopted:

Resolved, That the President and Directors of the Philadelphia and Baltimore Central Railroad Company, be authorized to lease the road within twenty days from this time, and that they give a preference to a satisfactory party offering for the same along the line; but if no such satisfactory proposition is made from such a company, then the lease be made to Mr. S. M. Felton and his associates, unless a subscription along the line of the road of a sufficient amount of the bonds to carry on the road under its present direction; and that whatever proposition or lease they shall determine upon, shall be submitted to the stockholders for confirmation or rejection within five days after the expiration of the time before mentioned, and no lease shall be binding unless ratified by the stockholders.

The company has a debt of $140,000; $7,000 of a floating debt, and a protested note of $3,000—all this must be provided for, or the property be sold, and the stock wiped out. A considerable amount is also required to equip and operate the road.

Norris' Duplex Radial Truck.

We have received a pamphlet containing a drawing and description of *Septimus Norris' Patent Guide Wheel Truck for Locomotives*, patented April 24th, 1860.

Mr. Norris says: "The nature of my invention consists in a new mode of applying a single pair of guide wheels to a locomotive, by which the locomotive is enabled to pass or traverse through curves of short radius, relieving the flanges of the driving wheels of friction and impingement against the inner sides of the rail."

What he claims as his invention and wishes to secure by Letters Patent is: 1. The application of two radial bars jointed to the frame of the guide wheels, and working with four centres. 2. The compound curved block in connection with the roller for supporting and guiding the wheels through curves, at the same time holding them rigid on a straight line of rail.

Chicago, Alton and St. Louis Railroad.

The following is the general balance sheet of this company embracing the period from December 3d, 1859, to June 30th, 1860:

	Dr.
Earnings	$468,107 24
Loan to receivers	232,772 50
Bills payable	42,323 62
Wages due for June and part of May,	52,110 21
Stores purchased in June unpaid	12,461 75
Sundry accounts of debit balances	48,011 32
Total	$855,786 64
	Cr.
Operating expenses	$384,983 91
New rolling stock, iron, ties and stations	109,681 77
Paid Joel A. Matteson to give up possession of the road	61,530 12
Paid wages left unpaid by J. A. Matteson	185,319 87
Cash on hand this day	32,099 70
Due from Post office and stations	34,016 82
Bills receivable	2,379 03
Sundry accounts and credit balances.	16,782 79
Expenses of obtaining possession of the road	8,702 12
Stores on hand at Bloomington	20,291 01
Total	$855,776 64

Frictionless Boxes.

One of our City Railroad Companies have had in use for some time on one of their cars, a style of axle-box, recently invented, which requires no oil or other lubricating material, and which is sensibly easier to run than any of the cars with ordinary boxes. The load is carried on anti-friction rollers. The boxes require to be a little larger than usual, the entire width between the jaws of the pedestals being about six inches—but this involves no serious disadvantage while the great economy due to any considerable reduction of the draught of a car without the use of any oil or grease must be obvious at a glance.

The novelty in this box may be described as consisting in an ingenious duplication of the anti friction apparatus, whereby, it is claimed, the friction is reduced beyond anything before attained in anti-friction boxes, and the liability to derange ment greatly diminished. Boxes on this principle, less perfectly carried out, have failed from the destruction of the parts which support and guide the rollers. In the new box these parts are so arranged as to be absolutely without friction at any point and consequently without wear.

There is a series of hollow rollers, on which the journal rests—the rollers being kept in their positions by their internal surfaces resting upon another series of smaller rollers, revolving round an independent journal. By this simple, and apparently perfect arrangement, friction is so effectually overcome, as to be too insignificant to be estimated. A day or two since, we had the pleasure of witnessing results on some models, which, without understanding the principles of this invention, would have been truly astonishing, and also saw two journal boxes that had just been taken off the car for the purpose of showing their practical wear. These, by an estimate had run about 1,000 miles. The rollers were a little burnished, but not worn; and the inner bearing surface of the box, which had been chilled, had scarcely the appearance of use.

We were scarcely prepared to find such an extremely simple arrangement accomplishing that which might be regarded almost beyond the reach of the possible. But notwithstanding our former incredulity, we are now convinced that with this arrangement all appreciable friction on journals can be obviated, and, as a consequence, lubrication despensed with. That this is a very important achievement all will admit. In fact to even secure an improvement on the old oil boxes would be no small advantage; but when it is found possible that all friction in journals, and all necessity for lubrication can be obviated, the mind almost staggers at the great innovation—its importance—and is necessarily incredulous, especially when centuries of mechanical experience have led us to regard as indespensable the annoying and filthy practice of lubricating machinery to obviate friction. But the facts have been demonstrated by the most satisfactory and practical results, and are therefore no long questionable. Persons interested in the construction of machinery would undoubtedly be much interested in calling at the office of the agent 473 Broadway, and seeing for themselves.

Connellsville Railroad.

The extension of this road from Turtle Creek to Pittsburg is rapidly progressing, and it is expected that the cars will be running over it by next Christmas.

Interest on Stocks, Bonds, etc.

The bonds of the Michigan Central Railroad Company due next October, with accrued interest, will be paid on presentation at the office of the company.

The Delaware Division Canal Company have declared a dividend of two dollars a share out of the earnings of the past six month.

The Mine Hill and Schuylkill Haven Railroad Company have declared a semi-annual dividend of 6 per cent., equal to three dollars per share.

The Naugatuck Railroad Company have declared a semi-annual dividend of 4 per cent., payable on and after the 15th inst.

A dividend of 4 per cent. on the capital stock of the Peoria and Bureau Valley Railroad Company has been declared, payable at the office of the company, No. 13 William street.

Insurance Dividends.

The Home Insurance Company has declared a dividend of 6 per cent., payable on demand. The Stuyvesant Insurance Company a dividend of 6 per cent., payable on the 15th inst. The Security Fire Insurance Company a semi-annual dividend of 4½ per cent. on the capital stock, payable in cash on demand. Also, a dividend to policy holders of 27 per cent. on the earned premiums, for which scrip will be issued on the 1st of October next.

A Grand Land Project.

We notice that steps are in progress for the organization of a company in London with a capital of £500,000 sterling, (over $2,500,000,) to be devoted to the purchase and settlement of lands in Illinois. The "Prairie Land Emigration Company" state that a conditional purchase has been made of 250,000 acres of prairie land from the Illinois Central Railroad Company, "that when the sale is completed, the company will not be in any way connected with the Illinois Central Railroad, or its affairs, but will hold the land by a direct tenure in freehold." The scheme is said to be similar to that of the Canada Land Company, which was started in London some years since, and which has successfully established a large population upon its lands, and proved an extremely profitable operation to its shareholders.

Freehold and Jamesburg Agricultural R. R.

The annual meeting of the stockholders of this company was held at Jamesburg, N. J., on the 30th ult. After the organization of the meeting, the several reports were read, exhibiting the affairs of the company, which appeared to be in a very flourishing condition. An election was then had for Directors for the ensuing year, which resulted in the choice of the following gentlemen:

Edwin A. Stevens, Robert F. Stockton, John R. Thomson, Richard Stockton, William D. Davis, Joseph Combs, Daniel H. Ellis, Aaron Gulick, Jas. Buckelew.

From the report of the Superintendent, Col. Isaac S. Buckelew, we make the following summary of the operations of the company for the past year:

Gross Earnings	$41,980 38
Current Expenses	21,710 60
Net Earnings	$20,296 78
Whole number passengers carried	58,088½
do. tons of freight	30,767½

In the freight was included 891,118 bushels of Marl.

The Directors declared a dividend of four per cent. for the past six months on the entire cost of the road and equipments. It will be remembered that this company paid off the last dollar of its indebtedness on the first of January last.

The subject of extending the road to Dean's Pond and to the Squankum marl pits was discussed. No action was taken, but there appeared to be a general feeling in favor of the extension. In the course of their remarks one or two of the speakers passed well deserved compliments on Col. Buckelew, the Superintendent, for the admirable manner in which he has managed the affairs of the company.

Georgia Western Railroad.

The Georgia Western Railroad Company, extending from Atlanta, Ga., to Jacksonville, Ala., a distance of 90 miles, has been organized by the appointment of R. PETERS, Esq., President; Hon. John P. King a Director, and L. P. Grant, Esq., Chief Engineer.

With the above-named experienced officers, and the determination of the company to build the road, strictly on the cash system, we may with confidence rely on another dividend paying road being soon added to the railroad system of Georgia.

Milford (Mass.) and Woonsocket R. I.) R. R.

At a recent meeting of gentlmen interested in this road, the following board of directors was chosen: Aaron Claflin, A. C. Mayhew, O. Underwood, W. W. Dutcher, Earl P. Mason of Providence, R. I. We understand, from the Milford *Journal*, that all but $5,000 of the stock has been taken, and everything looks favorable to the success of the enterprise.

Pennsylvania Coal Company.

The annual report of this company for the fiscal year ending May 1, 1860, has been issued. From this we learn that the quantity of coal brought to market during the year was 688,854 tons, or 58,798 tons more than during the preceding year. The net profits of the business amounted to $271,676 83, or about 8½ per cent. on the capital stock; out of which two semi-annual dividends, of 3½ per cent. each, have been declared. The business of the present season is progressing favorably; the competition for sales, however, continues to be active, but at slightly increased rates. The receipts for the year have been as follows:

From sales of coal		$2,298,096 96
From transportation over company's road, profit on barges, etc.		47,576 74
Coal on hand May 1, 1860		261,737 00
		$2,607,410 70

Against which is the following:

Coal on hand per last report, and cost of coal mined in 1859, etc.	$789,543 97	
Road expenses	363,021 71	
Canal freight	660,232 47	
Tolls paid Delaware and Hudson Canal Co.	257,340 93	
Port Ewen expenses	41,079 06	
State tax	11,200 00	
Interest on $600,000 mortgage bonds	42,000 00	
Salaries, current expenses, etc., N. Y. office.	29,989 47	
Coal yard and harbor expenses, rents, depreciation of tools, etc.	141,326 26	
		2,335,733 89
Balance		$271,676 83

GENERAL STATEMENT.

		Dr.
Capital stock		$3,200,000 00
Seven per cent. mortgage bonds		600,000 00
Bonds and mortgages payable		121,135 77
Bills and accounts payable, etc.		101,734 68
Balance made up as follows:		
Balance per last report,	$443,335 93	
Earnings 1859, per statement	271,676 83	
	$715,012 76	
Dividend paid Aug. 16, 1859	$112,000	
Dividend paid Feb. 16, 1860,	112,000	
Credited Real Estate	20,000	
	244,000 00	
		471,012 76
		$4,493,883 21
		Cr.
By railroad and equipment		$2,000,069 45
By real estate, docks, etc.		1,260,126 60
By canal boats		253,705 40
By barges and steamboats "Pittston" and "Telegraph," tools, etc.		40,500 00
By opening mines		200,000 00
By disbursements on account of business of 1860, etc.		164,461 07
By balances in hands of agents of the Company		5,778 63
By balances due from the Delaware and Hudson Canal Company, on business of 1850 and 1851, not including interest, sundry unsettled claims, etc.		25,608 13
By cash on hand May 1, 1860	$25,028 37	
By bills and accounts receivable	256,868 56	
By coal on hand	261,737 00	
		543,633 93
Total		$4,493,883 21

Norwich and Worcester Railroad.

The earnings of this company for the year ending June 1, 1860, were | $353,898 26
Expenses for the year to June 1, 1860 | 211,485 37
Balance | $142,412 89
Interest for the year to June 1, 1860. | 41,239 81
Net for the year | $101,173 08

The liabilities of the company August 1, 1860, were as follows:

Massachusetts Loan, which is being reduced $10,000 per annum, due in 1877, at 6 per cent.		$400,000 00
Less sinking fund applicable to same and securely invested		55,000 00
		$345,000 00
Bonds due in 1860 at 6 per cent.		16,300 00
Bonds due in 1864 and 1874 at 7 per cent.		100,000 00
Norwich S. Society, $5,000 to be paid annually at 6 per cent.		95,000 00
Total		$556,300 00
Notes and balances due to the company	$65,206 27	
Notes and balances due by the company	54,317 12	
		10,889 15
Total		$545,410 85

The business of the road is increasing, as will appear from the earnings of the past year, compared with former reports of earnings. There are now building on the line of the road (with mills that were completed a few months since), an amount equal to 1,800 looms of cotton machinery. In view of this additional machinery on the line of the road, with the impulse given by having a line of new boats (to through travel), the company expect a large increase of business.

The road is at present in a good condition. There have been added within the last three years, new buildings in addition to what were then on the road, amounting to upward of $16,000. There has during the same time been 35 miles of the road laid with new rails, and 2½ miles of additional side track. The rolling stock has been increased by the addition of 152 cars, three locomotives to take the place of old ones, and four rebuilt. The inventory of the rolling stock and motive power is upward of $60,000 more than June 1, 1857. All of this outlay has been charged to expenses.

The company, after a very careful examination, have decided to invest $200,000 in the stock of a line of new boats, to run in connection with this road, which they deem essential to the future success and prosperity of the road.

Chicago and Northwestern Railroad.

At a meeting of the bondholders of this company, held in this city on the 11th inst., it was voted unanimously to authorize the company to carry out the proposed arrangements for extending the road from Oshkosh, its present terminus, to Appleton, a distance of 23 miles. The entire cost of the extension will not exceed $10,000 per mile, and the citizens of Appleton contribute a portion of the sum, taking stock in payment. The business from the section of country to be opened by this extension will be an important acquisition for the Northwestern road, sufficient to pay at least three times the interest on the amount expended in its construction. Mr. W. B. Ogden, President of the C. & N. W. made some interesting statements in relation to the business prospects of the line. Wheat in that section of the country would yield in some instances 35 to 40 bushels to the acre, and is of very superior quality. Field hands are now getting $2.50 per day, and even at that labor is scarce enough to render it difficult to harvest the immense crop as rapidly as desired. In order to do the business of the road this autumn, the company will be obliged to run freight trains by night, loading and unloading by day. The equipment has been doubled, but even now will scarcely suffice to do the business close at hand. Mr. Ogden pronounced the statement that the road had been carrying freight without profit, to be a sheer fabrication.

Vicksburg, Shreveport and Texas Railroad.

We understand the iron has been laid to Delhi on this road, and that the track-laying and bridging on the unfinished section, thence to Monroe, is progressing as rapidly as the scarcity of hands at this season will permit. The financial affairs are in a healthy condition and well managed.—*Vicksburg Whig, 31st ult.*

Eastern Texas Railroad.

The organization of this company took place at Woodville, Tyler County, Texas, on the 18th ult. The following Directory was chosen:

For Rusk County, Wiley Harris, Allen Birdwell and W. W. Morris. For Nacogdoches County, H. H. Edwards and James R. Arno'd; for Tyler County, R. R. Neyland; for Jefferson County, Chas. H. Alexander, and Samuel H. Witmer and Geo. W. Cochran, residents of Cincinnati, Ohio.

The following officers were elected by the Board of Directors:

H. H. Edwards, President; W. W. Morris, Vice

President; J. H. Muckelroy, Treasurer; John Forbes, Secretary; Sam. H. Witmer, General Superintendent; Benjamin F. Marsh, Chief Engineer.

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3.	Base 12 ft.	Slopes	1½ to 1	15.	" " 24 "		¾ to 1
4.	" 14	"	1½ to 1	16.	" " 24 "		1½ to 1
5.	" 15	"	¾ to 1	17.	" " 25 "		1½ to 1
6.	" 15	"	1 to 1	18.	" " 26 "		1½ to 1
7.	" 15	"	1½ to 1	19.	" " 23 "		¾ to 1
8.	" 16	"	¾ to 1	20.	" " 30 "		1 to 1
9	" 16	"	1 to 1	21.	" " 30 "		1¼ to 1
10.	" 18	"	¼ to 1	22.	" " 30 "		1½ to 1
11.	" 18	"	¾ to 1	23.	" " 32 "		1 to 1
12.	" 18	"	1 to 1	24.	" " 32 "		1½ to 1

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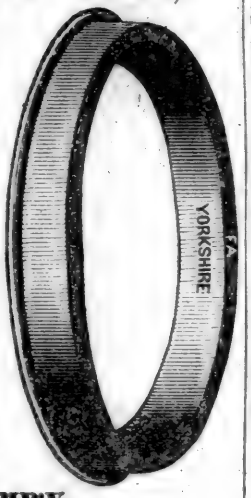
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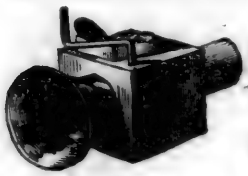
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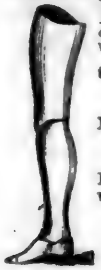
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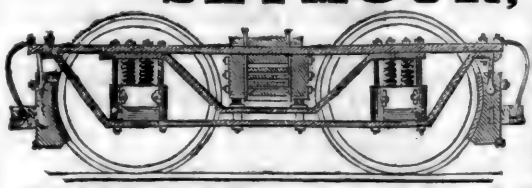
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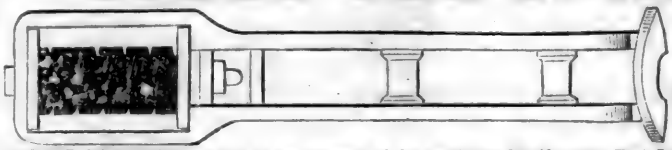
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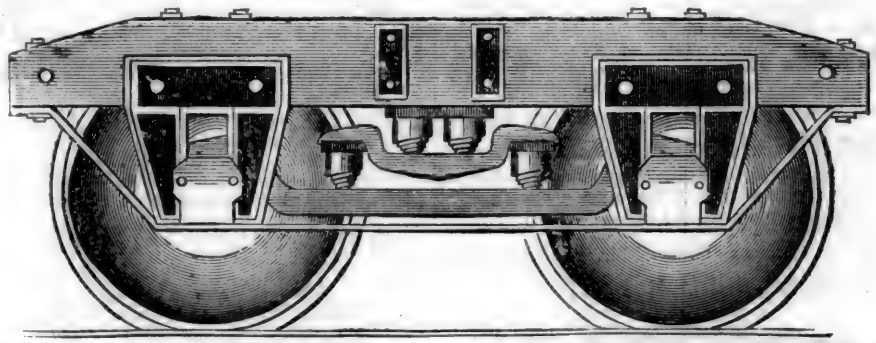
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PRINCIPAL CONTENTS.

Street Railways for England 741
Liability of Common Carrier for Appropriating Goods Entrusted to Him 744
New Brunswick and Canada Railway and Land Company 745
Halifax and Quebec Railway 745
General Railroad Intelligence 746
Northern Railway of Canada 746
Dubuque and Pacific Railroad 746
Reading and Columbia Railroad 747
The Gold Fields of Australia 747
Railroads of the State of Connecticut, 1839-'59. 748
Iron Bridges 756
Cleveland, Painesville and Ashtabula Road ... 757
Alabama and Florida Railroad 757

American Railroad Journal.

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Street Railways for England.

An Address delivered before the British Association at Oxford, England. By GEORGE FRANCIS TRAIN, ESQ., *of Boston.*

(*Section G—Mechanical Science.*)

The age of omnibuses in crowded cities has passed. The age of horse railways has commenced.

America has introduced the new invention of relieving crowded streets, by giving additional facilities for travel; and Europe must, sooner or later, adopt a similar system. While on a recent visit to the United States, I was surprised to find the progress made in what the Americans term *Horse Railways*, the English *tramways*, and the French *chemin de fer Americain*. In the cities of Boston, New York, Philadelphia, Baltimore, St. Louis, and Cincinnati, the railway cars were displacing omnibuses in all the large streets. Like all practical labor-saving inventions, the people first oppose then advocate them. They have already become a public utility; and Americans would miss their railway car as much as the English would their penny-postage system. The horse railway is a fixed fact. It has had a fair trial, and has met with striking success.

The horse railway is creating, and will continue to create, the same revolution in large cities that the telegraph on the land, and the electric cable under the ocean has done in commerce.

As the locomotive supersedes the stage coach on the shore, and the steamboat displaces the sailing on the sea, so will horse railways make omnibuses give way to the force of progress.

The railway from Liverpool to Manchester, in your recollection, astonished the world. Now there are seventy thousand miles! Brunel's genius progressed from the Great Western of 2,000 tons to the Great Eastern of 20,000 tons in twenty years! Now a thousand steamboats connect the mother land with her colonial children, as the arteries carry life from the heart.

England, first in iron railing the country with steam, is last in iron railing the city with horse power. But the enterprise that stimulated the Thames Tunnel, the Tubular Bridge, the Crystal Palace, and Great Eastern, will not long submit to the miserable steam packets from England to France, ferry boats from Liverpool to Birkenhead, or to omnibuses blockading the leading city thoroughfares. The latter enterprises, I am confident, on the improved system, would prove as great financial successes as the former have financial failures.

Although the Americans have seized the idea, and are practically demonstrating it, by introducing Horse Railways into all their large cities as if it was a modern invention, I find that there is nothing new after all in the system, except its application for passengers. A century ago tramways were used in England.

Cæsars military roads from hill to hill still mark the Roman's track. First, pack horses transported the products of the land from place to place. Even a hundred years ago this was the custom in Scotland; in fact, in some places in the Highlands, and in some of the hilly parts of Wales, it is the practice of to-day. Wooden sledges drawn by horses succeeded. Then wheel carriages—afterwards wooden tramways—and last came what the Egyptians used in the age of the pyramids, and the Chinese during the Christian era, canals; the first in England was made in 1756. The Asiatic practice of laying down timber in bad roads most likely introduced the wooden rail. Down to the Elizabethian age, coals from Newcastle were taken in carts or on panniers to the sea. Wooden railways were introduced previous to 1649.

Two tons were a good load for one horse on the wooden rail; this is now about the weight of the passenger car. In 1738 cast iron rails succeeded wood. In 1752 iron wheels were made, but the carriages were not linked together till 1763. Six tons of rails were made by the Colebrook Dale Company for their tramway on the 13th of November of that year, and the Ebbw Vale Company, nearly a century after, are rolling their first 800 tons of street rails for the Birkenhead Street Railway. In 1805 malleable rails were made at Wallbottle Colliery, Newcastle-upon-Tyne. After horse power came steam.

Savery reduced to practice in 1663 the Marquis of Worcester's suggestion in the "Century of Inventions." Newcomen made improvements in 1707. The cylinder and piston high pressure engine came in 1720. These engines were used to pump water, but Dr. Robertson suggested to Watt, in 1759, the idea of making steam move wheel carriages. The Surrey Iron Railway Company, in 1801, was the first Railway Act passed in the kingdom. In the year that Wellington and Napoleon were born, 1769, Hornblower introduced his patent. In 1782 Murdock made his model engine. Trevithick and Vivian, in 1802, reduced theory to practice, and obtained a patent for propelling by steam. The first trial was on common roads. Thousands saw the experiment where the Euston-square Station now stands. Woolf made improvements in 1804, but George Stephenson, just before the battle of Waterloo, invented the steam blast, which was the life-blood of the steam engine. Five hundred pounds premium was offered in April, 1829, by the Directors of the London and Manchester Railroad, for the best locomotive engine, to draw three times its own weight over a level plain 10 miles an hour—weight not to exceed six tons, to cost not over £550. October 6, 1829, was the first trial day, and imagine the sensation produced by the engine running 28 miles an hour! The last day of that year the first railway in England was opened for passengers. On the 4th of December, 1830, Stephenson's engine, "The Planet," took 135 bales of cotton to Manchester. Thirty years later there were 10,000 miles in England, and in America 5,000 miles more of railway in active operation than is necessary to circumnavigate the globe! This rapid glance from Roman days to our time gives each stepping stone from pack-horses to locomotives.

The following are the advantages of the Street Railway:

1. Each railway car displaces two omnibuses and four horses, thus relieving the street of one of the main causes of the oft recurring lock-ups.

2. The wear and tear from these omnibuses being transferred to the rail, as well as that of many other vehicles that prefer the smooth surface of the iron to the uneven stone pavement, the ratepayers save a large per centage in taxes.

3. The Gas and Water Commissioners are not inconvenienced when making repairs, as the rails are laid on longitudinal sleepers which can be diverted in case of need; and as these cars, as well as the carts and carriages that take the rail, move on a direct line, it is a self-constituted police system, saving confusion without expense to the public.

4. The cars move one-third faster than the omnibus, and so gentle is the motion that the passenger can read his journal without difficulty.

5. The rails are so constructed that no incon-

venience arises at crossings from wrenching off carriage wheels, and as the improved rail is nearly flat, even with the surface, and some five inches wide, no grooves impede the general traffic, and the gauge admits all vehicles that prefer the track to the pavement.

6. The facility of getting in and out at each end of the car and on each side, giving the passengers the choice of four places, together with the almost instantaneous stoppage by means of the patent brake, permits passengers to step in or out when in motion without danger, instanced by the fact that nearly seventy millions of passengers passed over the New York, Boston, and Philadelphia roads last year, with only twelve accidents. Seventy millions! being more than the population of the United States and Canada, Great Britain and Australia—one-half the entire number of passengers carried on the railways of the United Kingdom the same year; or, to make it more striking, six times the number carried in Scotland, and eight times as many as passed over all the Irish railways, and yet only twelve persons met with any accident.

7. In case of necessity, troops can be transport-from one part of the city to the other at ten miles an hour.

8. It is a special boon to the working man who, often in America, saves threepence beer-money to buy a ticket from his work in the city to his cottage in the suburbs.

In short, the Horse Railway is as much a necessity as gas, sewerage, the steam rail, or the electric telegraph, and I challenge any one to refute the arguments in its favor herein advanced. Once introduced, you would miss the passenger car as much as any great public benefit.

The advantages of this system are, that you ride in less time—with less confusion—less noise—less fear of accident—less mud and dust, and with the additional luxury of more regularity—more attention—more comfort—more room—better light—better ventilation, and with a greater facility of ingress and egress.

Birkenhead will have the credit of introducing the first Street Railway on this side of the Atlantic. My application was made in March, and on the 22d of May the Commissioners affixed the seal to the contract, as arranged with my solicitors, Messrs. Fletcher and Hull; the Ebbw Vale Company have agreed to deliver the iron in July; Messrs. Crowe and Williams are preparing the timber; Mr. R. Main is at work on the carriages, to be ready in August; Mr. Charles Burn, the contractor, will break ground the moment the material is at hand, under the engineership of Mr. Samuel, of London, and Mr. Palles, of Philadelphia, the resident engineer; and, in September, Mr. R. Peniston, the Secretary of the "Birkenhead Street Railway Company (Limited)," will issue excursion tickets from Liverpool to Birkenhead Park and back for sixpence.

The adoption of Street Railways in Europe is an important event in the history of this iron age. Great success cannot be earned without great labor. "The three P.'s—Perseverance, Patience, and Pluck"—is the annual toast of a Liverpool broker, at the customary dinner to his clerks. Success in Birkenhead is success in all the cities in Europe. Experiments are expensive, but this is scarcely an experiment. The system has succeeded in America: why should it fail in England?

The Commissioners of Birkenhead are being warmly supported by the people, who are competing to have the line laid before their respective doors. This may suggest to other corporations that the public will be quick to follow their lead in giving the system a fair trial. Already Liverpool has made a favorable report through her engineer, Mr. Newlands, on my application to construct Street Railways in that borough, and I met the sub-committee on the 28th June, who will report on the same to the Town Council. Messrs. Clark and Heron, of the Manchester Corporation, were much pleased with my models, and invited me to a trial in that city. Messrs. Moir, Govan, Dughorn, Donaldson, and Dick, of the Glasgow Corporation, saw my plans in London, and suggested a trial line to be laid down from the Cross to the Crescent, by Buchanan street and Sauchiehall street. Birmingham and Dublin have my formal application before them; and Messrs. Lewin, Carter, Flinch, Forster, and Sutton, of the London and Greenwich-road Trustees, address me through the Clerk of the Trust, Mr. Charles A. Smith, to say that they "felt favorably disposed to the project, and deem the matter of sufficient public interest to justify their recommending that it should be submitted to a special meeting of the trustees to be convened for that purpose."

Omnibuses were only introduced into Liverpool 30 years ago, and steamboats, railways, electric wires, gasometers, iron bridges, free trade, reform bills, and volunteers (the *national guard* of the land), have all been born during the Queen's lifetime. So, with faith, hope, and energy, and considerable money, I shall establish what a Cunard Captain aptly calls the rich man's comfort and the poor man's luxury. When Liverpool has a good hotel, a decent theatre, a respectable ferry boat, and Street Railways, the "Borough" should be promoted to a "City."

If I am properly supported by the Corporations, the ladies of Lancashire and Cheshire, at no distant day (instead of being packed in a sardine box with a sweep, as in the present omnibus system, or stowed away in the steerage of the Mersey ferry boats—there is no cabin!) can step under cover at any part of Birkenhead into a commodious railway carriage—ride to the pier—walk under a glass arcade into the saloon of the new ferry boat—walk again under a glass arcade from the floating stage to the railway carriage on the Liverpool side, and be taken to St. George's Hall, or the Philharmonic, and thus effect an important saving in umbrellas!

Street Railways in England will soon become a great fact—Birkenhead opens the ball. Liverpool follows. Then Manchester, Birmingham, Glasgow, and Dublin enter the ring; and London cannot well hold back after building the Metropolitan *Subterranean* Railway. A Street Railway can be constructed directly over it in as many months as that will require years. The former costs three thousand per mile—the latter three hundred thousand! In the one you travel in the dark—in the other in broad daylight. The Street Railway accommodates both sexes, while the Metropolitan shuts out one-half the population—the ladies! (Who crosses in the Thames tunnel?) The former stops before every man's door, the latter has stations only at intervals. One starts every five minutes, the other every half minute if required. The Metropolitan blocks up the thoroughfare for months, the Street Railway for hours only. Surely then if London opens wide her gate to permit the Metropolitan to undermine the city, tunnel through sewers, water pipes, gas pipes, and cesspools, at great cost and great inconvenience, she certainly will not shut it in my face when I respectfully ask permission for a fair trial of my Street Railway!

Are not our streets too narrow? asked the leading Christian banker. By no means. London streets are wider than those in American cities. Ludgate hill and Cheapside are of course in your mind. But when we remember that there are some five hundred miles of streets in and about London adapted to this system, why select the narrowest to commence with? All see an ink spot on the white table cloth; but who thinks of examining the fabric? That one black sheep prevents the eye from observing the thousand white ones! First construct a line from Bayswater through Oxford-terrace, and the New Road to the Bank; then another line over Westminster Bridge down those wide solitary streets on the Surrey side to London Bridge, with a branch over Waterloo to the Strand. This would relieve Fleet street of a thousand omnibuses, and thus make way for a single line down the centre of the city to return by another route.

In conclusion, let me say that the egg will shortly be chipped in this country under my patent, at great cost and labor, and I shall endeavor to prevent my chicken (as is too frequently the case with valuable inventions) from becoming somebody else's hen!

This age is practical—save time and you save money—show it an improvement and how soon it is adopted. Free trade in passenger railways is more worthy of English liberality than protection in omnibuses. The day has come to introduce them, for London is all the time crowding for more room.

The horse railway is an important link in the chain of progress. What is more interesting than to run along the path of improvement from the child Asia to the man Europe, stopping a moment to reflect at the slow coach omnibus system at the half-way station of those middle ages when credulity made up for intelligence—when men did the work of horses, and palanquin and sedan chair made way for cab and bus—when captains went to sea without a compass—sailed without chronometers—when geographical knowledge comprised a little batch of sterile land—when philosophy was without scale—astronomy without demonstration—when learning had no printing press, writing no paper, and paper no ink.

Those were the days of wax and birch bark parchment—stereotyping on wood and not leaden types—when they made war without powder, shot, mortars or cannon—without Minnie, Colt, or Armstrong—when magnetism had no telegraph, iron no rails, steam no boilers. When flint and steel, instead of lucifer match made the fire, and the sun-dial instead of the watch told the hour—when trade was without books—correspondence without postage—when merchants kept no ledgers, and shop-keepers no cash books. Surgery had no anatomy then, emetics no ipecacuanha, agues no quinine, clothing no factories, and the Diligence had not even succeeded the pack-horse.

All those days are with the past. The photograph has displaced the daguerreotype. The stereoscope is pushing away the photograph. The telegram saps the brains of the mail bag, and the sewing machine gives antiquity to the "Song of the Shirt."

Battering rams and bows and arrows were not used at Solferino. The gas light supersedes the cocoa nut oil lamp. The quill followed the thorn bush, the steel pen the quill, and who so far behind the age as not to use the copying press? Arkwright's cotton jenny coined pounds in England, while Ely Whitney's cotton gin coined dollars in America. So will the introduction of passenger railways confer a blessing upon the public and add wealth to the nation.

Let me try, said Fulton, and the steamer went four miles an hour; now the rivers and lakes are filled with floating palaces. Let me put the wire between Washington and Baltimore, petitioned Morse, and all the world wondered? Now the girdle is about to be put about the earth, as Shakspeare said, in forty minutes. Nothing was ever accomplished without talking. How could the Government live without an honorable opposition? Truth is sifted through argument. All new inventions must pass through the fiery furnace of scepticism. Nobody believes a fact till demonstrated.

This paper, which was admirably read by the author, excited considerable interest and amusement to an overflowing audience, and gave rise to one of the most able and animated discussions which has occurred during the present meeting of the Association, inasmuch as it elicited remarks from several distinguished engineers, and other gentlemen, who had devoted considerable attention to the subject, and whose opinions upon it carried great weight.

In reply to questions put by the President, Professor Rankin,

Mr. Train stated that his car, as shown by the model, would accommodate inside and out 60 passengers; that the weight of the car was two tons, but that the gross weight of the load would necessarily depend on the weight of the passengers. Two horses would be equal to a gradient of 1 in 30, but that for gradients exceeding that an

additional horse might be employed. On his street rail two horses would take five times more than two on the ordinary road.

Admiral Taylor said he admired the invention very much on account of its simplicity and the great advantages which it offered, but he feared that the talented and ingenious inventor would find, as he had done, a great disinclination to adopt anything which had for its object the prevention of danger or accident, because the very apprehension of either unsettled the public mind. He could speak from experience, having invented ships, railways, and various other contrivances to give the public additional safety and security. As an illustration of this, he had suggested that there should be between the tender and carriages a lumber carriage attached to every train, so that the guard in charge of it might, in case of ap proaching danger, release the carriages and prevent accident, but he could not prevail on any railway company to adopt his suggestion, because the very adoption of it implied an apprehension of danger, and made persons almost anticipate it.

Mr. Arthur Ryland, of Birmingham, enquired whether the proposed street railway would not interfere with other carriages, unless there were two sets of lines, in which case they would require wider streets.

The President suggested that Mr. Train should defer his reply to any remarks until the close of the discussion.

Dr. Carpenter, of Warrington, said he just returned from America, where he had traveled a great deal in these street railway cars, and was strongly impressed with their great advantages. In almost every large city, such as Boston, New York, Philadelphia, Cincinnati, he had seen them in operation, and could truly endorse every one of Mr. Train's statements respecting them, and that no difficulty whatever attended them. The best proof of that was that they had already been in use some time, and that in other large towns these street rails were being laid down. One of the great advantages of these cars was the facility of ingress and egress which they afforded at each end, even when they were in motion. They afforded plenty of room for the passengers; and, in consequence of carrying so many, the fares were as low as 5 cents or 2½d. for almost any distance. The last speaker (Mr. Ryland) appeared to think that street railways would be inconvenient to the general traffic, but it was not found so at Boston, which was most like an English town, on account of its crooked streets; the city was limited in its room, being built on a peninsula, but the system of these horse railway cars worked remarkably well. When all the omnibus traffic and general traffic was one line, and one of these cars took the place of so many other omnibuses, then the streets were considerably lessened of their traffic and confusion. In streets which were very narrow, the lines might be laid in parallel streets, as was the case in Broadway, New York, and the same might be done in the Strand and at Ludgate hill, in London. In places like Manchester and Liverpool he (Dr. Carpenter) could not imagine how it was they had not availed themselves of this great improvement. He did not wonder that the Americans saying that we were wedded to our old-fashioned ways and notions; but let an Englishman once travel on their street railways, and he was satisfied that he would bring home a satisfactory account of them. One great advantage was the extreme quickness with which you traveled from place to place; whereas here, if you got in a bus to ride from the Strand to the Bank of England, you were often strongly impressed with the notion that you might save time by walking the distance. In some streets, which were wide, double lines might be laid down, and single lines in narrow ones; and, where the ascent was steep, the difficulty could be obviated by the employment of an additional horse on that particular part. He was delighted to hear that the street railway system was about to be adopted at Birkenhead; the people in the North were generally foremost in adopting what was good, and he hoped that such a determination would spread among the slower people in the South, for he could assure them that every statement made by Mr. Train was correct and reliable.

Mr. W. Smith, civil engineer, Adelphi, London, said that some five years ago he was in America, and had a very pleasurable recollection of riding in these street railway cars, for the systematic manner in which the whole matter was organized left a strong impression on his mind as to their advantages, and a great desire to see them introduced into this country. The convenience attending them was so striking that it was a matter of surprise that a Mr. Train, some twenty years ago, had not made up his mind to introduce them here, for it only wanted a little effort to make them as general here as they were in America. Notwithstanding what had been said about crooked streets and Ludgate-hill, there was no question that there was enough momentum and energy and skill in Mr. Train's composition to overcome all these difficulties. (Laughter and applause.) He was glad that it was about to be adopted at Birkenhead, and he hoped that it would be extended to Manchester, Liverpool, London, and all large towns where it was most wanted, and would greatly relieve the pressure in our streets. He found that in going from his office in the Adelphi to the Bank of England by an omnibus, it often occupied from twenty-seven to twenty-nine minutes, whereas in a cab the distance could be done in nine or ten minutes; therefore if merchants would value their time by a money rule, they would see the necessity of adopting a more speedy mode of getting from one place to another in the crowded thoroughfares of London.

In reply to a question by Mr. Newman respecting goods traffic, Mr. Train explained that the lines might be used for passenger traffic by day and for goods by night.

Dr. Steadman said he feared that in case of a stoppage on the line some inconvenience might be felt. but doubtless Mr. Train was prepared to meet that difficulty, and would explain how he meant to obviate it.

Mr. Le Neve Foster, Secretary to the Society of Arts, said this was a most important subject, and they were much indebted to Mr. Train for bringing it forward and telling them what had been done and was still being done with repect to it in America. The traffic in the London streets was the great topic of the day, and although it had been before the public for two years, he had never had the opportunity before of hearing what had been done in America. The thing was so simple—and its simplicity was its great beauty—that it was a matter of surprise that it was not more generally adopted, especially as it had worked so well in America, was free from any difficulty, and that the lines were kept clear, notwithstanding the traffic. About two years ago a bill was brought into Parliament for a tramway in London, but in consequence of vested interests, and the Chairman of the Board of Works being opposed to it, it was thrown out. He hoped, however, that it would be tried in London, but it would require an enormous amount of energy and momentum.

Dr. Carpenter remarked that one of the great objections to street railways was that a stoppage in any part would inconvenience the rest, but a plan had been introduced by Messrs. Mayne to obviate that by having an eccentric flange. There was a plain wheel, and at the side an eccentric ring or disc, and by turning a lever it converted it into a railway carriage, and by turning it back it got on the common road. (Applause.)

A gentleman, who is an engineer of high standing, but whose name and address did not reach us, stated that when he was at Baltimore he was surprised at the ease with which the street railway cars ascended steep hills, and the facility with which they were checked in descending. From what he had seen in America, and the system being in operation there so extensively, with a perfect freedom from accident or inconvenience of any kind, there was no valid objection to it, either on account of steep ascents, sharp curves, or interference with the general traffic.

The President said that before Mr. Train replied, he should venture to offer a few remarks on a subject which was so deeply interesting to the whole community. With respect to the system of street railways it would doubtless have been introduced and adopted before now had it not been that the public attention, and the attention of engineers, had been directed mainly towards perfecting the railway system, which comprehended a wider range, and was not restricted to large towns or to a locality. At the same time he was not insensible of the value of the system of street railways, advocated so ably and so successfully by Mr. Train, for it so happened that he was well acquainted with them, his father and himself having constructed one, where they used to convey 40 passengers with one horse up ascents varying from 1 in 66 to 1 in 40, at the rate of 5 miles an hour, their average speed on the level being at 10 and 12 miles an hour. They had level crossings, but yet met with no accident, and although there were continually trains of coal wagons, no difficulty was found in passing them; and there were this convenience, that they could stop when they liked, almost instantaneously, and set down a farmer on his own farm, instead of setting him down at a considerable distance from it. That was the Edinburg and Dalkeith line, but it was afterwards brought up and worked with locomotives, so that the horse power was discontinued. Horse-rails had, in fact, become to be looked on as an exploded system, and but for that reason they might have been introduced here earlier and to a great extent. Having had considerable experience in this matter, he was bound to say that he saw no difficulty in carrying on the traffic in our streets on this improved system; and, so far from its being an obstacle, great facilities would be obtained, for they would reach their destination earlier, and the size of the railway cars, affording increased accommodation, would lessen the number, and thereby lessen the pressure which was now felt in the streets of large and populous places. The rails themselves, constructed as proposed by Mr. Train, presented no obstacle, and would not interfere with the ordinary use of the road, whereas the width of the rails rendered them available by vehicles in general use. As far as his experience went, there was no difficulty whatever in getting round curves of great sharpness or steep ascents, and even on single lines the horses at the end of the journey could be taken from end and put on the other in very quick time, for nothing but traces were required. By Mr. Train's plan breaks were employed, which could be made use of either by the driver or conductor, or both, so that they could stop the fore or hind wheels, or both, if necessary. The carriages, as shewn by the excellent model before them, were of light construction, and not liable to vibration or oscillation, and all these circumstances led him to believe that they would prove as practicable, and as free from danger here as they had proved in the United States. He felt perfectly confident that when they were introduced into this country they would prove as great a boon as they had in America; they were greatly indebted to Mr. Train for introducing it here, and as he was about to put it in force at Biakenhead, they could not regard him in any other light than as the Stephenspn of Street Railways. (Much applause.) With regard to steep ascents, all that

was required was an additional horse, but with respect to Ludgate Hill and Holborn Hill, he was still of opinion that the only effectual way of dealing with them was by a viaduct.

Mr. Train, being called on by the President, replied and said, in answer to Mr. Ryland's remarks, that, as he proposed to make his rail along the centre of the street, it would leave the sides open for general traffic. In reply to Dr. Steadman's observation, as to stoppages on the line, he did not anticipate any, as the increased accommodation of the cars would so materially lessen the number of vehicles that a stoppage was not likely to be so common as at present, in addition to which the traffic would be more divided, and besides this there might be branches where what might be likely to be impediments could be shunted. To show, however, how easily all these difficulties could be got over, he invited all who could not spare the time to witness the advantages of street railways in America to visit Birkenhead, where it would be in operation in September next. Of the ease with which such railways could be constructed, he had entered into a contract to complete it in 30 days from the time of his breaking the ground. He was well aware that in London he had to contend against vested interests, and, although Mr. Cardwell had introduced a clause for tramways in the Irish Railway Bill, and Sir E. Colebroke was doing the same thing for Scotland, and a similar clause was inserted in the Highway Bill, yet he was told that if he wished to introduce the system here he must look to the provinces, and he had done so, for at the present time he was in communication with the authorities at Glasgow, Manchester, Dublin, and Birmingham. He resolved to come Oxford, notwithstanding that there was a general impression tnat the place was so imbued with Latin and Greek that anything so utilitarian would not be entertained for a moment, but having traveled over almost every part of the world, and encountered all sorts of difficulties, he was in no way disheartened or doubtful as to the results. (Applause.) He came to Oxford, and at a time too when the most distinguished men of science from all the parts of the world were congregated within her hallowed walls; his paper was accepted, and he thought that he might fairly say that his views had stood the severest test, and it was gratifying to him to find that they had neither been controverted or even disputed. The interesting and able discussion to which it had given rise, and which had elicited the cordial concurrence of distinguished men whom he had never met before, gave him fresh courage and would stimulate him to renewed exertions. In conclusion, he would only add that he thanked the President and the members of the Association for the kindness and assistance which he had received at their hands, and the only return which he could make for it was to invite them to Birkenhead on the 1st of September, when he should be glad to see them, as they would then be able to judge for themselves, and partake of a collation which he intended to give to commemorate the introduction of his system of street railways in England.—Mr. Train resumed his seat amid much cheering, which rather disturbed the solemnity of the proceedings of the adjoining Section of Economic Science and Statistics, where they were discussing the graver question of the Statistics of the Herring Fishery on the British coasts.

The President thanked Mr. Train for his paper and reply, and especially for his invitation to Birkenhead on the 1st of September, where, in addition to the gratification of seeing the introduction of his system, they were promised something very agreeable in the way of a collation worthy of the occasion. (Laughter and applause.) Although he (the President) might be debarred the enjoyment of both, he should watch the result with considerable interest, and he not only hoped but fully anticipated that ere long the large and populous towns in this country would put themselves in as good a position in this respect as the principal places in America. (Much applause.)

The paper was illustrated by a model, showing not only the construction of the carriages, but of the rail itself; and, at the request of many influential persons, it was exhibited at the Town Hall in the afternoon, and at the conversazione in the new Museum in the evening.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER FOR APPROPRIATING GOODS ENTRUSTED TO HIM; DISTINCTION BETWEEN LARCENY AND EMBEZZLEMENT.

The question, how far criminality attaches to a person who, while engaged in the responsible duties of a common carrier, separates and converts to his own use, without the assent of the owner, the goods entrusted to him for safe carriage, is often one of much difficulty.

The old common law view of the matter, we think, would be of curious interest to our readers; and we give this week the case of Nichols *vs.* the People, decided by the New York Court of Appeals, in which the question is ably considered, and the cases bearing upon it are reviewed.

Nichols was convicted of converting and embezzling to his own use, without the assent of the owner, certain pig iron entrusted to him, as a carrier, for transportation upon the Erie canal from Albany to Buffalo. Being the owner and captain of a canal boat he took on board at Albany thirty-four tons of pig iron, which he agreed with the owner to transport to Buffalo. The iron was in bars, each of which weighed about one hundred pounds. On his passage to Buffalo he stopped his boat at Whitesboro' in the night, and then put off from the boat one hundred bars of the iron, of the value of $175. The remainder of the iron was delivered at Buffalo. There was evidence at the trial tending to show that the removal of the iron was with a felonious intent.

We have seen the prisoner was convicted of embezzlement. The question was whether under these circumstances the conviction should be for embezzlement or for larceny. The following is the opinion of the court.

PRATT, J.—It was conceded upon the argument in this case, that if the evidence upon the trial at the Oyer and Terminer established a case of larceny, the conviction was wrong. The simple question for our examination, therefore is, whether the separation of a portion of the iron from the whole, and the felonious conversion of it, constituted larceny.

At common law it was well settled that if a carrier or other bailee opens a bale or package of goods, or pierces a vessel of wine and takes away and disposes of part of it, it is larceny, although if he has disposed of all of it, it is a breach of trust merely; and under this it has been held that taking an entire bale from several would not constitute the offence. Various reasons have been assigned by commentators for this distinction, none of which are entirely satisfactory. It has been said to be such proof of the original felonious intention that it has always been held to be larceny. As suggested in 2d East's Criminal Law, if taking a part is evidence of the original felonious intent, no less surely, would the taking of the whole be. Again, it is said by BLACKSTONE, that if a carrier opens a bale or pack of goods, or pierces a vessel of wine, and takes away a part, it is larceny, for here the *animus furandi* is manifest, since he had otherwise no inducement to open the goods.

But the prevailing principle upon which the distinction is placed is, that the act of breaking the package or bale is an act of trespass in the carrier by which the privity of contract is determined; and also the principle is said to stand more upon positive law, not now to be questioned, than upon sound reasoning, yet it seems to be admitted to be the correct principle in all the cases in which the question has been canvassed.

In the case at bar it is insisted, on the part of the people, that the bailee can commit larceny only where he actually breaks a bale or package; that it is this breaking alone which can determine the privity of contract and render the asportation by the carrier a trespass. But this, I think, is too narrow a construction of the rule, and one not sustained by the commentators and adjudications. Any separations of a part from the whole would seem to be as much a trespass as the breaking of a package. Indeed, it is the separation that constitutes the trespass. This seemed to be conceded upon the argument in regard to grains and things of that kind; but a distinction was attempted to be drawn between grain and iron in the form of pigs.

But I am unable to perceive the force of the distinction. What the rule might be in the case of articles having, as it were, a separate identity, like barrels of flour, saw logs and the like, it is not necessary to inquire. In this case the iron was in a condition in which it is transferred in bulk by the hundred pounds or by the ton, and not by count. Although more readily separated by individual count than the kernels of grain, it is not a subject of trade or commerce by count any more than grain is; and a separation of a part from the rest would seem to be just as much a trespass as the separation of a portion of a load, in bulk, of corn, apples or potatoes from the whole would be. It is this separation of any article conveyed in bulk, by a carrier, from the whole, which constitutes the distinction between larceny and embezzlement.

In East's criminal law it is said: "The separation of the part of the goods from the rest, with a felonious intent, seems, however, to be material when they are delivered as one entire body or mass, though no case or package be broken, because such an act equally evinces a determination of the privity of the contract." He cites Ralle's Abridgment where it was held that "if a man says to a miller who keeps a corn mill, 'thou hast stolen three pecks of meal,' an action lies; for, although the corn was delivered to him to grind, nevertheless, if he steal it, it is felony, being taken from the rest."

So Hawkins says: "Those having possession of goods, by the delivery of the party, may be guilty of felony, by taking away a part thereof with an intent to steal it, as if a carrier open a pack and take out part of the goods, or a weaver who has received silk to work, or a miller who has corn to grind, take out part with intent to steal it, in which case it may not only be said that such possession of a part, distinct from the whole, was gained by wrong and not delivered by the owner, but that it was obtained basely, fraudulently and clandestinely, in hopes to prevent its being discovered at all, or fixed upon any one when discovered." This latter reason, I apprehend, would apply much more forcibly to the separation of a part from the whole, when it is in open bulk, than where a package is broken open.

I have now referred to the principal cases upon the question, and it seems to me quite clear that this was breaking bulk within the meaning of the rule as established by those cases. The separation of a part from the whole bulk or mass was a trespass, determining the supposed privity of contract; and I think our statute for the punishment of embezzlement is based upon this view of the law. It provides "that if any carrier or other person to whom property shall be delivered to be transported for hire shall convert, &c., in the mass, as they were delivered, without breaking the box, trunk, pack, or other thing in which they shall be contained, he shall be punished in the same manner as if he had taken, &c., such goods after breaking the trunk, box, pack, or other thing containing the same, or after separating any of them from the others." The language of this provision clearly recognizes the separation of a part from the rest, as breaking bulk.

This case turns upon a narrow point, and no actual injustice to the prisoner, perhaps, would be done by affirming the judgment below; but our decisions are precedents for future cases, and although this prisoner may go unwhipt of justice in consequence thereof, yet we must propound the law as we find it, whatever the consequence may be in this particular case.

New Brunswick and Canada Railway and Land Company.

The half-yearly meeting of this company was held at Whitehall, July 31st. The report stated that during the past six months arrears of calls had been received to the amount of £25,523. The expenditure, including all liabilities to 30th June last, reached £9,338, of which upwards of £5,250 had been returned to the shareholders as interest upon the amount paid up, being allowed as rebate upon calls. The arrears of calls at present outstanding upon existing shares were £22,059, in addition to which the company held bills from shareholders amounting to £2,555. Debenture bonds to the extent of £1,575 had been issued. The Directors reported the non-payment by the contractors of £15,000, which they were bound to advance under the terms of their contract, and the company's special agent, Mr. Osburn, after giving them ample time to procure assistance from others, or repair any defect in their own arrangements, had been obliged to declare their contract at an end. Under these circumstances Mr. Osburn had not expended any of the money with which he had been intrusted for relieving the liabilities of the company in the province; and until another contractor be found those liabilities must continue unpaid. Mr. Osburn, however, reported that other offers had been made to him, upon which the Directors had requested further information. The Directors had also to report that Mr. Conybeare's appeal to the Lords Justices from the judgment of of Vice-Chancellor Stuart had been heard. The Lords Justices had fully exonerated the Directors from the charges made against them, and declared that the plaintiff was entitled to receive back the money paid by him to the company, on grounds which the Directors were advised by their counsel were untenable. They had, accordingly, given notice of an appeal to the House of Lords. The chairmain stated that it contained all the information the Directors could give. They regretted that the contract entered into in March last had not been carried out by the contractors. This was a matter beyond the control of the Directors, and had arisen from the inability of the contractors. The Directors had raised a sum of £15,000 to meet the payment of a like amount by the contractors, but they had failed to find it. This had caused a delay of six weeks before the board were informed of it. Every exertion had been made on the part of the Directors to carry out the undertaking, and they were now in negotiation with other parties. The Government of New Brunswick were in favor of the undertaking. They had given the company an extension of time and other facilities. Mr. Conybeare said if the shareholders had any regard for their interests they would refer the report to a committee for inspection. The chairman having read a letter from a contractor to show that they were in negotiation for the completion of the 25 miles of railway to Woodstock, and that the debentures of the company would be taken in payment, a discussion ensued respecting the litigation instituted by Mr. Conybeare, in the course of which an amendment by him, seconded by Mr. Austen, to the effect that the report be not received but laid on the table, was rejected, and the report of the Directors adopted. It was stated that the arrears on calls would be paid up when the works were resumed, and it was considered that the arrears were a good asset to reduce the balance due to the bankers. Mr. Field, chairman of the committee of shareholders appointed last year, stated that they had no further report to make, and that their functions would cease.—*London Railway Times.*

Halifax and Quebec Railway.

The Canadian system of railways is completed from Port Sarnia, at the foot of Lake Huron, at the west, to River du Loup at the east, on the banks of the St. Lawrence, 110 miles below Quebec, but the Gulf of St. Lawrence is closed by ice half the year, and the portion of the line from Quebec to the River du Loup was constructed to meet the line from Halifax.

The Portland branch, by which the Canadian railways have access to the ocean in winter, passes for 150 miles through the United States, and has its Atlantic terminus in that country; it is subject to all the disadvantages of a foreign custom-house, and cannot be employed for any military or political purpose.

The Imperial Government at present subsidize two mail steam packet companies from the United Kingdom, to the ports of Boston and New York alternately, by an annual payment of £280,000, or equivalent to a guarantee of four per cent. on a capital of £7,000,000 sterling, and which acts as a direct bonus in favor of the ports of Boston and New York and their railroad communication to the Canadian frontier.

The Canadian railways have, therefore, to compete against a guarantied capital by the Imperial Government, equivalent to £7,000,000 sterling. To maintain their position against such odds, and for the protection of Canadian interests generally, the Canadian Government have felt themselves compelled to subsidize a line of steamers of their own, at an expense of £85,000 sterling per annum. These steamers run in connection with the Canadian railways to Quebec in summer, and to Portland while the St. Lawrence is closed in winter, and therefore in opposition to the steamers subsidized by the Imperial Government.

The contract between the Cunard Company and the Imperial Government requires that all their steamers shall (if requested by the Postmaster General) call at Halifax.

On the completion of the Halifax and Quebec line, the whole of the passengers, mails and merchandise by the subsidized steamers would be intercepted at Halifax, and, by their being landed there, would reach their destination throughout all Canada and the Western States, *via* the Canadian railways, two days earlier than by any other route; the same acceleration would apply to their embarkation at Halifax for Europe.

Halifax is 400 miles nearer to Europe than either Portland or Boston, and 547 miles nearer to New York. 219 miles of the railway between Halifax and Quebec are already made, and 350 miles remain to be constructed.

The completion of the Halifax and Quebec Railway, and the requiring of all the subsidized steamers to call at Halifax, would turn what now acts as a bonus of £280,000 a year against the Canadian railways into a bonus of that amount in their favor.

There would be one uninterrupted line of railway from Halifax to Lake Huron, 1,400 miles, entirely to British territory, in the hands of two companies, which could be worked by one rolling stock.

The completion of the Halifax and Quebec Railway, in addition to securing to the Canadian railways the mails and passengers between Europe and Canada and the Western States, and *vice versa*, would also secure nearly the whole traffic between Canada and her sister provinces of New Brunswick and Nova Scotia, which at the present time passes almost entirely through the United States during the six months that the St. Lawrence is closed by ice.

The direct trade between Canada and New Brunswick and Nova Scotia amounts only to about half a million sterling per annum, and yet the main articles imported from the United States into Canada, which consist principally of British manufacture and West India produce, could be supplied from Europe and the West Indies direct, through the ports of Nova Scotia and New Brunswick, at a much cheaper rate and more expeditiously were the Halifax and Quebec line completed. Again the main articles of import from the United States into Nova Scotia and New Brunswick, which consist principally of breadstuffs, could also be sent more cheaply direct from Canada and the Western States by the St. Lawrence navigation and Canadian lines of railway connecting with those of New Brunswick and Nova Scotia.

The Imperial Government have expressed their determination not to renew the contract with the West India Royal Mail Steam Packet Company *via* Southampton, but to make the West India, Panama, and Pacific service an offshoot from the British and North American at Halifax.

Canada and its railways would, therefore, on the completion of the Halifax and Quebec line, have a direct ocean service to and from Europe about every three days, and the advantages of a shorter route by two days than *via* the United States; and in addition to this, a weekly service to and from the West Indies and the Pacific, thereby affording incalculable facilities for the extension of the commerce of the United Kingdom.

It is, therefore, not too much to assume that the completion of the Halifax and Quebec Rail-Railway would confer great and special advantages by promoting more rapid communication between Great Britain and her North American colonies, and with the United States and far west, as also with the West Indies and the Pacific.

An immense passenger and freight traffic would thus be produced, which would render the line remunerative not only to the shareholders, but add very greatly to the productiveness of the other public works in Canada.

It is obvious that no project could be devised so well calculated to cement the union between the British North American provinces themselves, on the one hand, and their connection with the mother country on the other, as the completion of the Halifax and Quebec Railway; and in the event of difficulty with the United States, the railway is indispensable to enable the Home Government to throw forces and supplies speedily into Canada to aid in the defence of its extended frontier.—*Canadian News.*

☞ It is stated that some large foreign holders of Michigan Southern First Mortgages have agreed to exchange for Sinking Funds at par, the exchange to be made in Europe, at the cost of the company.

☞ The stockholders' meeting of the Cleveland and Toledo Railroad was held at Cleveland last week. The net earnings for the year are over $76,000 above the running expenses, and interest on the bonds and floating debt. The Directors were as follows: J. B. Waring, Joseph Lyman, Cleveland; Jno. Gardiner Sprangue, Huron; W. M. Vermilye, G. T. Oliphant, Joseph Benjamin, New York; H. N. Randall, New London. All the old board of officers were re-elected.

General Railroad Intelligence.

The city of Fond du Lac has made a proposition to its creditors. It offers to redeem the $100,000 of 7 per cent. bonds issued to the Chicago, St. Paul and Fond du Lac Railroad, by giving the holders an amount equal to the principal and interest due them in the stock of the Chicago and North-Western Railroad, and to the holders of the $150,000 8 per cent. bonds it offers 30 per cent. in the Chicago and North-Western stock, and 25 per cent. in new city bonds, to be secured by a sinking fund.

We learn from the Philadelphia *Ledger* that a negotiation is now pending between the Pennsylvania Railroad Company and the Harrisburg Railroad Company, in reference to the consolidation of the two companies in interest, as they are now in their working operation. The Harrisburg road and its branch connect Harrisburg with Lancaster and Columbia, and are used by the Pennsylvania Railroad Company, under a twenty years' lease, as a link in the through line of the Pennsylvania Railroad. It has long been thought that the Pennsylvania Railroad Company ought not only to control but to own the entire line through to Pittsburg, and having three years ago purchased the main line of the State Works, the Harrisburg road, of thirty-six miles, is now the only remaining link wanting to effect the desired consummation. The Harrisburg company now maintains its organization, pays salaries to officers, interest on its funded debt, &c., and divides to its stockholders ten per cent. per annum, from the revenues derived under its lease. This lease has some eight or ten years to run. It is proposed to make the Harrisburg shares at eight per cent. preferred stock, taken precedence of the stock of the Pennsylvania Railroad Company.

The new Board of Directors have taken possession of the Marietta and Cincinnati Railroad, and relieved the Trustees of the responsibility. No change has yet been made in the executive management of the road.

The agreement under which the five trunk lines represented in the late Convention held at Saratoga will work, after Oct. 8, is substantially as follows:

1. No party to employ runners or agents to solicit passengers, and no through tickets to be sold over lines employing such agent.

2. No company to influence in any way traffic over its route, business being left to take its natural and convenient channel.

3. No freight agents to be kept at the West, except at lake and river ports, and at Boston, New York, Philadelphia, and Baltimore, and no contracts made, except from day to day, at the current rate for the time being.

4. All freight to be carried by weight, and live stock to be weighed at the western terminus of each road.

5. Freights to be uniform between competing points without abatement in any form, and to be strictly maintained. * * * * *

10. Classification of freight to be uniform, and no evasion through the agency of express companies. All express contracts to be terminated on Jan. 1, 1861, at latest, and all agents to be paid by salary and not by commission, and any agent violating this agreement by giving free tikets, or drawbacks in any shape, to be discharged, not to be employed again.

* * * * * *

12. Passenger fares, and extra baggage rates to common points to be uniform, with no abatement to connecting lines,

13. No free passes to employees of other roads, unless personally requested by the President or Superintendent. No season or family passes under any circumstances. Drovers in charge of stock eastward to be passed free.

14. That as soon as possible, a common ticket office shall be established in all the large cities, at the joint expense of the lines using such union offices.

The agreement to be terminated on fifteen days' notice in writing, but no party can withdraw from one or more sections of the agreement without abrogating the whole agreement.

We understand that the Cleveland and Columbus Railway Company have paid off their indorsement for the Columbus and Piqua Company, at the rate of the original cost to the holders of the indorsed bonds, and 7 per cent. interest compounded for four and a half years. The holders of the bonds receive from 108 to 113 per cent. on their face, varying according to the original cost. Most of the holders come into the arrangement, so that about $450,000 is the extent of the loss to the C. and C. Company. It will be recollected that in March, 1856, an injunction was served by one or more of the indiscreet and repudiating shareholders of the company against the further payment of the interest on these bonds, and the case went up to the Supreme Court of the United States at Washington, where the injunction was dissolved and the full liability of the indorsers duly affirmed last Winter. This opened the way to a resumption of interest and the recognition of the principal of the obligation, but in lieu of this the Cleveland and Columbus proposed to retire the bonds altogether on the terms just referred to, which have been generally accepted; most of the bondholders being residents of the North of Europe, (represented by their agents and correspondents here,) and of Duchess County in this State. The settlement might have been made more creditable to the indorsers, who are abundantly able to take care of the par value of the bonds and the accrued and accruing interest, but under all the circumstances of the case, the prompt reimbursement of the original cost and interest is accepted as satisfactory. The credit and honor of the company, whose shares have suffered in the market two or three-fold the actual amount of this litigated claim, since the injunction referred to was moved in 1856, is thus restored in the estimation of the public.

Northern Railway of Canada.

The half yearly meeting of this company was held August 7th in Toronto. The Directors submitted a brief statement of the operation of the road and condition of the capital and revenue accounts since the last report. The redemption of the Government loan they had already reported; and of the whole floating debt for which the appropriation of £50,000 sterling has been made, and claims to the amount of £45,000 have been paid off. Of the whole amount of original bonds of all classes representing a sum of £243,739 14s 6d sterling, bonds to the amount of £233,206 2s 8d sterling have been brought in and acknowledged for new second preference bonds, leaving but a balance of £10,533 11s 10d unclaimed for the exchange necessary to a total consolidation.

The constitutional contract adverted to in the last annual report has been concluded with Mr. Thomas Brassy, of London. That contract is based upon the report of Mr. W. Shanly, Mr. Hodges, and Mr. Fleming, the Company's Engineer. The Directors regard the contract as a guarantee that the property of the company will be placed in a condition of the fullest efficacy, and within the limit of the appropriation made for the purpose. The works will now be energetically proceeded with, as the new iron for track service has already been exported. The postponement of contract works has necessitated a continuance of expenditure in maintaining the road and the large increase in traffic, has rendered the rapid and extensive repairs of rolling stock essential to the carrying of traffic offering. The road and stock is accordingly in improved condition; and although this has been secured in a great measure from revenue sources, it has not impaired but has rather strengthened the credit of that account, and will tend to ultimate advantage in enlarging the provisions under capital, and thus enable the company to meet the demands of a growing traffic.

The road has been operated during the past six months with the safety and regularity which has characterized its previous management. The earnings of the road have largely increased during the current year.

The total earning for the half-year have amounted to $159,414 79 (£36,756 9s 8d stg.,) being an excess of $46,819 04 (£9,620 6s 10d stg.,) on the corresponding period of 1859, and representing a growth in the revenue equal to 41½ per cent. The net revenue for the same period has been $35,-147 05 (£7,221 19s 8d stg.,) being an excess of $24,815 18 (£5,099 0s 1d stg.,) over that of the previous year; and it is proper to note that this increase would have been further augmented, had the revenue been relieved from the special charges above referred to by an earlier prosecution of the contract works.

"The interest on first preference bonds was duly remitted for payment in London on 1st July last, and the balance of net revenue deposited to the credit of second preference bonds, the Directors deeming it advisable to form a fund to that account rather than to resume payments upon it until further time had been given for completing the consolidation of the bonds, and for establishing their credit upon a stable basis; an opinion in which they trust the proprietary will concur.

By the return attached it will be seen that the improvement is revenue in common to all the sources of income whether 'through' or 'local,' in 'passengers' or 'freight;'—but is especially satisfactory to observe that the chief increase has been in purely local traffic, beyond the reach of competition, and of stable character based upon the agricultural and exporting power of the line of country served.

With reference to the "through trade," subject as it has been to the strong competition of all the great trunk lines engaged in Western transportation, it is satisfactory to observe that its revenues, net as well as gross have not only been maintained but augmented whilst those of other lines, almost without exception have declined. The significant fact ought to establish confidence in the ability of this company to secure a profitable share of the established traffic independent of any connections or complications with other interests.

The Directors are satisfied that the traffic of the last six months has resulted from a re-establishment of agricultural and commercial activity calculated to yield to the road continuous and stable traffic of like value. The operations in lumber for future years are being largely extended for future years, the stock awaiting transportation being already unusually large, while the harvest of 1860 promises a yield to exceed that of 1849 at least 40 per cent. apart from these considerations the Directors recognize the tariff established last April an important element in the growth of revenues, and one which will continue to exercise a beneficial effect.

Dubuque and Pacific Railroad.

The extension of this road to Cedar Falls, twenty miles west of its present terminus, and one hundred from Dubuque has been decided upon. The work has already been commenced, and is expected to be completed in time for the Fall business of the present season. The road runs through one of the richest and most rapidly improving sections of Iowa, and the additional twenty miles now being constructed, will add largely to its receipts and give a new stimulus to emigration in that direction. Just twenty-one miles added to the southern branch of the Milwaukee and Mississippi Railroad would form an unbroken line of railroad from Milwaukee to the heart of Northern Iowa. The Dubuque *Times* of 20th inst., says:

For some time negotiations have been in progress between the directors of the Dubuque and Pacific Railroad Company and the creditors of the corporation for some adjustment of the debt of the company, whereby a forcible foreclosure and sale

of its property would be avoided, and provision be made for an extension of the road to Cedar Falls during the present fall. These negotiations have finally ended in an amicable arrangement, and we now have the satisfaction of announcing that by virtue of it the road will be unincumbered of debt and extended to the Cedar River in less than one hundred days, with the prospect of a further extension next year to Iowa Falls.

Railroad Earnings.

The following statement shows the business of the Reading Railroad during the month of July, 1860, compared with the same month of 1859:

	1860.	1859.
Received from coal	$237,789 25	$184,295 60
Do. merchandise.	41,787 15	29,804 60
Do. travel, etc.	35,229 85	34,761 52
	$314,806 25	$248,861 72
Transportation, roadway, dumpage, renewal Fund, and all charges	147,611 65	127,803 87
Net profit for the m'th.	$167,194 00	$121,057 85
Do. for previous 7 mos.	712,297 23	614,810 21
Total net profit for 8 months	$879,491 83	$735,868 06

—showing a net increase for the month of $46,187 over corresponding month last year, and a net increase of $143,623 for the eight months of the present fiscal year, as compared with the same time last year.

The earnings of the Hannibal and St. Joseph Railroad for July, 1860, were $69,697 26
Earnings for July, 1859 ..... 50,017 67

Increase $19,679 59

The earnings of the Central Railroad Company of New Jersey, for July, 1860, were, $102,373 58
For the same month last year 79,431 72

Increase, 29 per cent. $22,941 86

The business of the Central Ohio Railroad for July was as follows:

EARNINGS.

From Passengers	$20,123 13
" Freight	24,816 28
" Express	1,707 07
" Other sources	1,672 67
" Mileage on cars	889 24
Total	$49,209 39

EXPENSES.

Transportation department	$9,523 10
Machinery department	9,795 63
Fuel	3,550 03
Total	$22,868 76

Receipts more than expenses, $26,340 61; balance on hand as per last report, $32,902 12.

The following are the comparative earnings of the Pacific Railroad for the month ending July 31st:

Main Line.	1859.	1860.
Passengers	$25,011 53	$21,223 25
Freight	16,111 39	24,531 25
Mails	2,037 50	2,100 00
Total	$43,160 42	$47,854 60
Increase		$4,694 18

The official statement of the July business of the La Crosse and Milwaukee Railroad is as follows:

Receipts in July	$35,426 05
Expenses in July	34,330 91
Net earnings	$1,095 14

The earnings of the Eastern Division of the Ohio and Mississippi Railroad in July, 1860, compared with the same month last year were:

Passengers, freight, 1860	$72,883 48
" " 1859	68,948 49
Increase	$3,934 99

☞ Col. W. O'N. Perkins, Superintendent of the Tennessee and Alabama Railroad, has kindly furnished us with a comparative statement of the business of his road for the years ending 30th of June, 1859 and 1860, as follows:

	1859.	1860.
From Passengers	$44,448 49	$71,959 23
" Freights	27,206 17	52,129 56
" Extra Baggage	947 75	1,185 95
" Mails	2,238 48	2,421 81
" Sundries	148 68	256 36
Total earnings	$75,129 57	$127,952 91
" expenses	27,550 11	40,709 45
Net earnings	$47,579 46	$87,243 46

Per centage for earnings 37 per cent. and 32 per cent. for expenses.

Per centage net earnings 63 per cent. and 68 cent. net earnings.

Gross gains in 1860 over 1859 ..... $52,828 34
Net 39,664 00

☞ The following is a statement of the semi-annual dividends paid by the New York Central Railroad Company since the consolidation.

Dividend	Rate.	Dividend	Rate.
No. 1, 1854	5	No. 8, 1858	4
2, 1855	4	9, 1858	4
3, 1855	4	10, 1859	4
4, 1856	4	11, 1859	4
5, 1856	4	13, 1860	3
6, 1857	4	13, 1860	3
7, 1857	4		

In August, 1853, the market price of shares in New York was 117; in 1854, the price gradually sunk from 113½ in January to 83½ in December; in 1855, the highest price was 100½, and the lowest 83¾; in 1856, the prices ranged from 100 to 89; in 1857 stock sold as low as 53; and for the year ending 30th June, 1860, the price has varied from 70 to 83. It will thus be seen that a stock which since its creation is never paid less than 6 per cent. and which has averaged 8 per cent. a year, has varied in the market in the seven years embraced, from 117 down to 53—a striking evidence that the market quotation is *not* synonymous with true value. The purchaser at 53 evidently made cent. per cent. on his capital, and the seller, probably such by necessity, has been robbed to the same extent. This stock indeed has always been worth its par and often worth a large per centage above par on account of its extraordinary dividends.

☞ The *Indianapolis Journal* says that the grading of the Evansville and Crawfordsville Railroad extension northward from Terre Haute is progressing rapidly. In fact it is nearly all done.

The Council of Evansville, Ind., has leived a special tax to pay the interest on its subscription of $100,000 to the Evansville and Crawfordsville Railroad, and to pay one-third of the principal—$33,333 50—now due. The principal, interest, and exchange will amount to about $37,000. The special levy of 40 cents on the $100 of taxables will yield a revenue of some $18,000. The remaining $19,000 will be provided for by an appropriation from a sinking fund and by a small loan. In a few years Evansville will have its railroad debt paid. The investment, while it has yielded the city nothing in the way of dividends, has been of immense benefit to it in the way of an increase in the value of property.

☞ The railing on the Pacific Railroad was completed on Monday last to the La Mine one mile East of Otterville. The work of laying the rails will now rest a few days, until the timbers for the LaMine bridge are brought up. The bridge is being framed in Syracuse, and, we understand is about finished. After the timbers are brought up, a few days' work will set the track across the LaMine; and then, three days will be sufficient to complete the road to Otterville.

Reading and Columbia Railroad Company.

A meeting of the Directors of this company was held at Litiz, Pa., on the 8th inst., to consult on measures for commencing work on the road. The Lancaster *Union* says:

A committee was appointed and instructed to proceed to New York for conference with the parties in that city interested in the road. It is now pretty certain that $200,000 can be raised along the route. The sum designated to be raised is $300,000, making the amount $600,000 altogether. Two propositions were submitted to the meeting, one of which was that a gentleman of Columbia would agree to take $100,000 worth of stock, and to make the road at the engineer's estimate. The other proposition was that a gentleman of New York had consented to take $200,000 worth of stock, and also to make the road at the engineer's estimate. It is presumed that one of these propositions will be accepted. The prospects of a speedy commencement of this important work are decidedly encouraging.

The Gold Fields of Australia.

The present gold fields of Victoria, which are tributary to the city of Melbourne, have so far given out for the surface digging miners that the latter are seeking new fields of operation, and the merchants and citizens of Melbourne, who have enriched themselves by furnishing supplies to the miners and buying their gold, have become alarmed lest they shall lose this lucrative traffic by the migration of the miners to localities of which other seaports will be the natural trading points. To avert this serious danger to their prosperity, the government has dispatched several parties to explore the still unopened portions of Victoria in the expectation of discovering new gold fields which will furnish profitable employment to the now unsettled mining population, and retain them within the colony, and as a consequence, their patronage for the city and port of Melbourne. The region which it is proposed to open up is a large portion of Gipps Land, in the direction of Snowy river and the other streams which take their rise in the southernmost extremity of the Australian Alps.

In the meanwhile the gold reefs, as they are termed, which are numerous in the old diggings, continue to be worked with the most remunerative results. This kind of mining, however, requires both capital and skill. The Melbourne *Argus* states that on the Inkerman Lead at the Ballarat diggings, one company has obtained from as much of the gutter as they have already worked £120,000, or £240 per foot; another on the same lead, £26,000, or £130 per foot; another, £36,000, or £120 per foot; another, £28,000, or £93 per foot; and another, £8,000, or £58 per foot. From three claims on the Golden Point Lead, the returns are: From the first, £18,505, or £37 per foot; from the second, £36,000, or £45 per foot; and from the third, £15,000, or £300 per foot. None of these claims are worked out, but the gold is found at such depths that thousands of pounds are frequently expended before the vein is reached. Some of the shafts are now down more than 800 feet.

Railroads of the State of Connecticut, 1839—1859.

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	Divi-d'ds.
1839.	$	$	$	$	$	M.	$	$	$	p. c.
Hartford and New Haven	500,000	200,000	29,606	729,606	729,606	18.13	31,933	11,500	20,433	*nil.*
1840.										
Hartford and New Haven	650,000	200,000	1,121	851,121	851,121	36.22	65,147	23,152	41,995	*nil.*
Norwich and Worcester	1,500,000	250,000	27,471	1,777,471	1,777,471	66.00	116,517	52,503	64,014	"
1841.										
Hartford and New Haven	650,000	200,000	16,336	866,336	866,336	36.22	91,305	29,270	62,035	3
Norwich and Worcester	1,650,000	500,000	7,037	2,157,037	2,157,037	66.00	155,261	78,805	76,456	*nil.*
1842.										
Hartford and New Haven	850,000	200,000	10,963	960,963	960,963	36.22	90,760	30,429	60,331	4
Norwich and Worcester	1,650,000	500,000	8,562	2,158,562	2,158,562	66.00	157,358	75,195	82,163	*nil.*
Housatonic	823,812	420,310	.....	1,244,122	1,221,460	74.00	92,317	46,158	46,159	"
1843.										
Hartford and New Haven	850,000	200,000	19,049	969,049	969,049	36.22	89,294	32,808	56,486	3
Norwich and Worcester	1,650,000	500,000	16,566	2,166,566	2,166,566	66.00	162,335	85,899	76,436	*nil.*
Housatonic	828,812	367,364	31,362	1,222,538	1,244,600	74.00	124,169	87,520	36,649	"
1844.										
Hartford and New Haven	950,000	200,000	.. ....	1,150,000	1,138,921	36.22	99,632	32,733	66,899	4
Norwich and Worcester	1,650,000	800,000	.. ....	2,450,000	2,170,365	66.00	230,674	80,412	150,262	3
Housatonic	1,000,000	367,364	56,500	1,423,864	1,398,920	74.00	149,506	93,002	56,504	*nil.*
1845.										
Hartford and New Haven	1,200,000	400,000	21,720	1,621,720	1,621,720	61.75	183,834	62,712	121,122	5
Norwich and Worcester	1,650,000	800,000	.....	2,450,000	2,170,491	66.00	204,808	89,621	114,687	3
Housatonic	1,200,000	400,000	100,000	1,700,000	1,476,380	74.00	164,639	100,103	64,536	*nil.*
1846.										
Hartford and New Haven	1,580,000	431,000	.....	2,011,000	1,690,260	61.75	228,611	89,187	139,424	7
Norwich and Worcester	1,650,000	800,000	50,000	2,500,000	2,178,788	66.00	241,909	118,387	123,522	*nil.*
Housatonic	1,500,000	400,000	100,000	2,000,000	1,553,840	74.00	180,274	180,274	*nil.*	"
1847.										
Hartford and New Haven	.....	.....	.....	....	2,109,865	61.75	324,725	130,426	194,299	8
Norwich and Worcester	1,653,500	818,333	65,014	2,536,847	2,187,249	66.00	234,895	141,433	93,462	*nil.*
Housatonic	1,800,000	300,000	100,000	2,200,000	1,631,304	74.00	256,958	181,626	75,332	"
1848.										
Hartford and New Haven	....	.....	.....	.....	2,354,813	61.75	430,212	145,668	284,544	8
Norwich and Worcester	1,658,500	960,323	14,622	2,633,445	2,187,889	66.00	218,073	92,784	125,289	*nil.*
Housatonic	2,000,000	300,000	100,000	2,400,000	2,400,000	74.00	274,314	181,558	92,757	"
1849.										
Hartford and New Haven	....	.....	.....	....	2,405,313	61.75	432,803	142,401	290,402	8
Norwich and Worcester	1,688,500	1,001,373	80,718	2,770,591	2,095,508	66.00	286,197	114,669	121,528	*nil.*
Housatonic	2,000,000	300,000	100,000	2,400,000	2,400,000	74.00	286,994	176,797	110,197	3½
New London, Willimantic & Palmer	....	.....	.....	....	600,000	30.00	26,000	13,750	12,250	*nil.*
Naugatuck	900,000	400,000	33,239	1,333,239	1,333,239	57.00	54,474	25,171	29,303	"
1850.										
Hartford and New Haven	2,350,000	472,000	100,000	....	2,631,541	72.38	490,930	196,454	294,476	15
Norwich and Worcester	1,806,560	946,973	23,343	2,776,876	2,598,514	66.00	261,259	127,313	133,946	2½
Housatonic	2,000,000	300,000	108,173	2,408,173	2,400,000	74.00	310,059	261,599	48,490	*nil.*
New York and New Haven	2,335,709	690,000	29,247	3,054,957	3,005,395	62.25	378,162	199,748	178,414	7
New Haven and Northampton	750,000	500,001	.. ..	1,250,000	750,000	27.00	45,000	....	45,000	*nil.*
New London, Willimantic & Palmer	....	.....	.....	....	1,000,000	50.00	56,500	20,250	36,250	"
Naugatuck	900,000	400,000	35,001	1,335,000	1,335,000	57.00	230,862	136,273	94,589	6
1851.										
Hartford and New Haven	2,350,000	472,000	100,000	....	2,742,245	72.38	556,004	235,011	320,993	10
Norwich and Worcester	1,914,050	854,823	20,293	2,789,166	2,585,104	66.00	270,049	138,550	131,499	4
Housatonic	2,000,000	300,000	100,000	2,400,000	2,400,000	74.00	329,048	240,227	88,821	*nil.*
New York and New Haven	2,336,385	1,141,000	222,700	3,700,085	3,540,085	62.25	647,306	388,661	258,645	7
New Haven and Northampton	922,500	500,000	.. ..	1,422,500	1,400,000	55.00	74,049	....	74,049	4
New London, Willimantic & Palmer	559,064	900,000	60,000	....	1,459,410	66.00	95,969	52,200	43,769	*nil.*
Naugatuck	926,000	400,000	42,151	1,368,151	1,368,151	57.00	190,227	85,287	104,940	"
1852.										
Hartford and New Haven	2,350,000	472,000	100,000	2,922,000	2,905,589	72.38	600,408	268,185	332,223	10
Norwich and Worcester	2,121,100	701,600	20,244	2,842,944	2,956,488	66.00	267,561	156,746	110,815	4½
Housatonic	2,000,000	300,000	100,000	2,400,000	2,400,000	74.00	287,781	301,166	*loss.*	*nil.*
New York and New Haven	2,980,839	1,541,000	118,161	4,640,000	4,640,000	62.25	679,653	424,899	254,754	7
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	55.00	74,049	.. ..	74,049	4
New London, Willimantic & Palmer	559,064	900,000	100,000	....	1,511,111	66.00	114,410	62,519	51,891	*nil.*
Naugatuck	926,000	440,000	48,299	1,409,508	1,409,508	57.00	210,984	95,208	115,780	7

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings.	Operating and Repairs.	Earnings and Expenses.	Div. d'ds.
1853.	$	$	$	$	$	M.	$	$	$	p. c.
Hartford and New Haven	2,350,000	687,000	110,000	3,147,000	3,164,832	72.38	639,528	304,180	335,348	10
Norwich and Worcester	2,121,200	688,100	21,238	2,831,538	2,596,488	66.00	321,046	169,824	151,222	4
Housatonic	2,000,000	300,000	188,998	2,488,998	2,407,754	74.00	324,990	306,974	18,016	*nil.*
New York and New Haven	2,980,839	2,000,000	.....	4,980,839	4,973,487	62.25	739,434	437,826	301,608	"
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	55.00	74,049	.....	74,049	4
Providence, Hartford and Fishkill	1,388,615	1,161,730	257,468	2,807,813	3,008,214	50.77	98,941	40,251	58,690	*nil.*
New London, Willimantic & Palmer	559,064	940,000	68,560	1,569,624	1,624,329	66.00	128,715	73,820	54,895	"
Naugatuck	1,000,000	441,350	37,345	1,478,695	1,530,807	57.00	246,687	122,059	124,628	8
Danbury and Norwalk	278,843	60,000	25,300	364,143	369,738	24.00	48,830	28,157	20,673	5½
N. H., New London and Stonington.	734,248	650,000	20,090	1,404,338	1,362,677	50.00	55,973	35,266	20,707	*nil.*
1854.										
Hartford and New Haven	2,350,000	898,000	50,000	3,298,000	3,296,636	72.38	757,651	398,760	358,891	10
Norwich and Worcester	2,122,300	677,100	75,926	2,875,326	2,597,488	66.00	322,754	191,201	131,553	6
Housatonic	2,000,000	300,000	174,178	2,474,178	2,429,066	74.00	324,650	306,974	17,676	*nil.*
New York and New Haven	2,980,839	2,126,000	126,648	5,233,487	5,131,948	62.25	875,525	528,514	347,011	"
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	55.00	74,049	.....	74,049	4
Providence, Hartford and Fishkill	1,899,115	1,358,430	360,332	3,617,877	3,439,529	107.22	156,212	72,019	94,193	*nil.*
New London, Willimantic & Palmer	508,600	965,000	42,827	1,510,427	1,527,827	66.00	137,060	79,031	58,029	"
Naugatuck	1,031,800	461,425	112,570	1,605,795	1,577,167	57.00	238,266	231,948	6,318	4
Danbury and Norwalk	278,550	63,000	25,200	366,750	378,192	24.00	48,664	35,653	13,011	*nil.*
N. H., New London and Stonington.	738,258	663,090	72,165	1,473,423	1,375,912	50.00	96,138	56,463	39,675	"
1855.										
Hartford and New Haven	2,350,000	941,000	5,000	3,296,000	3,318,932	72.38	730,012	377,213	352,799	10
Norwich and Worcester	2,122,300	779,887	93,602	2,995,789	2,596,153	66.00	304,235	215,777	88,458	2½
Housatonic	2,000,000	300,000	114,241	2,414,241	2,431,773	74.00	339,196	239,371	99,825	*nil.*
New York and New Haven	2,980,839	2,215,000	73,010	5,268,849	5,179,019	62.25	882,742	571,584	311,158	"
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	55.00	74,049	.....	74,049	4
Providence, Hartford and Fishkill	2,008,110	1,484,730	545,936	4,038,776	4,060,869	122.36	258,685	139,074	119,611	*nil.*
New London, Willimantic & Palmer	509,200	1,052,000	21,673	1,582,873	1,594,382	66.00	124,043	64,732	59,311	"
Naugatuck	1,031,800	472,550	51,695	1,556,045	1,580,723	57.00	220,459	126,691	93,768	"
Danbury and Norwalk	279,050	77,000	20,100	376,150	380,859	24.00	56,241	34,341	21,900	5
N. H., New London and Stonington.	738,538	695,000	66,462	1,500,000	1,450,318	50.00	103,986	59,618	44,368	*nil.*
1856.										
Hartford and New Haven	2,350,000	944,000	.....	3,294,000	3,329,377	72.38	730,791	393,555	337,239	10
Norwich and Worcester	2,122,300	816,117	75,023	3,013,440	2,598,677	66.00	323,402	233,695	89,707	*nil.*
Housatonic	2,000,000	288,000	38,341	2,326,341	2,437,596	74.00	329,297	256,879	72,418	"
New York and New Haven	2,980,839	2,159,500	4,037	5,144,376	5,169,779	62.25	884,306	577,649	306,657	"
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	59.66	88,362	.....	88,362	4
Providence, Hartford and Fishkill	2,017,600	1,771,230	379,268	4,168,098	4,156,334	122.36	340,597	171,160	169,437	*nil.*
New London, Willimantic & Palmer	510,500	1,052,000	.....	1,562,500	1,603,260	66.00	120,571	75,866	44,705	"
Naugatuck	1,031,800	469,050	38,823	1,539,673	1,576,926	57.00	237,416	126,134	111,282	"
Danbury and Norwalk	279,050	85,000	500	364,550	385,798	24.00	61,134	35,098	26,036	3
N. H., New London and Stonington.	738,538	695,000	66,462	1,500,000	1,454,040	50.00	88,007	54,680	33,327	*nil.*
1857.										
Hartford and New Haven	2,350,000	944,000	.....	3,294,000	3,329,601	72.38	769,065	372,807	396,258	10
Norwich and Worcester	2,122,000	794,426	84,952	3,001,378	2,616,811	66.00	287,756	243,139	44,617	*nil.*
Housatonic	2,000,000	312,500	87,360	2,399,860	2,438,847	74.00	318,475	290,807	27,668	"
New York and New Haven	2,980,839	2,159,500	163,740	5,304,079	5,190,178	62.25	971,798	570,744	400,964	3
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	59.66	92,777	.....	92,777	4
Providence, Hartford and Fishkill	2,042,539	1,770,730	411,894	4,225,163	4,202,519	122.36	367,895	201,732	166,163	*nil.*
New London, Willimantic & Palmer	510,700	1,052,000	.....	1,562,700	1,603,260	66.00	115,803	18,790	37,013	"
Naugatuck	1,031,800	437,550	30,713	1,500,063	1,578,301	57.00	209,555	121,372	88,183	"
Danbury and Norwalk	279,050	85,000	500	364,550	390,876	24.00	61,545	34,532	27,012	6
N. H., New London and Stonington.	738,538	750,000	48,410	1,536,948	1,454,040	50.00	157,657	106,847	50,810	*nil.*
1858.										
Hartford and New Haven	2,350,000	964,000	.....	3,314,000	3,329,668	72.38	628,245	338,454	289,791	10
Norwich and Worcester	2,122,000	759,430	15,849	2,897,279	2,613,099	66.00	283,557	183,189	100,368	*nil.*
Housatonic	2 000,000	278,500	76,675	2,355,175	2,438,847	74.00	271,273	204,134	67,139	"
New York and New Haven	2,980,839	2,163,500	30,551	5,174,890	5,342,487	62.25	854,994	623,425	231,569	"
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	59.66	93,792	.....	93,792	5
Providence, Hartford and Fishkill	2,042,539	1,770,300	411,894	4,224,733	4,202,519	122.36	298,595	163,589	135,006	*nil.*
New London, Willimantic & Palmer	510,900	1,052,000	.....	1,562,900	1,575,147	66.00	104,464	73,622	30,842	"
Naugatuck	1,031,800	249,950	84,146	1,365,896	1,578,361	57.00	199,536	106,623	92,913	"
Danbury and Norwalk	279,050	85,000	8,256	372,306	392,782	24.00	56,044	35,426	20,618	5
N. H., New London and Stonington.	738,538	750,000	96,452	1,584,990	1,454,040	50.00	76,758	66,584	10,174	*nil.*
1859.										
Hartford and New Haven	2,350,000	964,000	.....	3,314,000	3,362,019	72.38	723,460	342,193	381,267	10
Norwich and Worcester	2,122,500	714,998	14,079	2,851,577	2,615,694	66.00	351,689	212,324	139,365	*nil.*
Housatonic	2,000,000	232,000	96,730	2,328,730	2,439,775	74.00	289,860	234,630	55,230	"
New York and New Haven	3,000,000	2,219,000	.....	5,219,000	5,324,769	62.25	828,692	545,354	283,333	3
New Haven and Northampton	922,500	700,000	.....	1,677,500	1,400,000	59.66	93,792	.....	93,792	5
Providence, Hartford and Fishkill	2,037,939	2,055,500	319,444	4,412,883	4,205,966	122.36	333,500	180,723	152,777	*nil.*
New London, Willimantic & Palmer	510,900	1,052,000	.....	1,562,900	1,573,568	66.00	119,146	119,146	*nil.*	"
Naugatuck	1,031,800	287,350	19,012	1,338,162	1,578,301	57.00	241,330	113,825	127,505	3
Danbury and Norwalk	279,050	85,000	8,256	372,306	395,898	24.00	73,825	45,833	27,992	6
N. H., New London and Stonington.	738,538	900,000	96,452	1,734,990	1,851,879	61.00	107,837	87,210	20,627	*nil.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	.....
— — —	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	...	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	....	—	...	...	...	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	130
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	....	—	...	...	...	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	....	—	...	...	...	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	868	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8	.....
31 Mar. '58	59.0	7.0	....	—	...	...	...	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	...	...	...	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	.....	—	.....
30 Nov. '58	14.3	—	....	—	...	...	...	Newcastle and Frenchtown	609,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	.....	—	.....
								FLORIDA.													
— — 59	154.2	—	....	—	...	...	...	*Florida*	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	....	45.1	...	...	...	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	.....	.....	.....	.....	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
— — '59	26.5	3.9	....	227.0	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
— — '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	—	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
— — —	220.0	—	....	—	...	...	....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	....	90
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	.....
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	...	...	...	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	84
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	81
— — '57	175.0	—	....	—	...	...	....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	80½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	.....
— — —	148.0	—	....	—	...	...	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	.....
— — '58	186.0	—	....	—	...	...	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
— — —	1.0	—	....	—	...	...	....	Rock Island Bridge	.....	—	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	—	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
— — —	108.0	—	....	—	...	...	....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	...	...	....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
— — '59	64.0	—	....	—	...	...	....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
— — '58	86.0	49.0	....	—	...	...	....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
— — '58	288.0	—	....	—	...	...	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
— — '58	74.0	—	....	—	...	...	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	—	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,856	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	....	312.0	...	...	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	....	113.0	...	...	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	....	22.0	...	...	....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	....	—	...	...	....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	66.1	—	....	—	...	...	....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	...	...	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	...	...	....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	.....
31 Aug. '58	21.0	—	....	168.0	...	...	....	*Vicksburg, Shreveport & Texas*	929,418	(*)	—	882,922	58,744	60,384	99,060	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *italics.*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelines.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*	—	145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	75,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	160,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,457	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,735	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	—	—	—	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	96½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	550,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	80½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,081,557	154.5	606,482	810,604	364,649	—	22½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,612	531,477	208,798	8	105½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	—	—	4,523,400	83.1	540,372	860,119	394,475	8	109
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	108
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	107½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	868	Eastern	4,134,575	456,424	250,000	2,853,400	2,039,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	81
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,603	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	100½
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,286	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.& N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,096	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,527	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,469	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and R.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	100,317	—	19½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	298,726	13,457,921	192.0	1,020,054	1,767,068	839,148	8	112½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,062	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	69½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	21½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,221	—	—
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	3,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,650	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	—	—	—	525,205	ope	r. by Eas	tern Ma ss.	—	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	6	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	209,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	120
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,688	94,809	8½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,542	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	58
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	84
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	28½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	18½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,749	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,789	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	75½
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	95
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11½
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,606	7,358,918	188.6	—	798,155	414,456	6	46½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	85
31 Dec. '58	173.8	21.6	....	—	33	28	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,835,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	13? 0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,380,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.8	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,207	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	....	....
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	3,320,638	65.7	—	347,302	188,398	....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,356	2,231,617	—	77½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,298	1,245,816	....	46
30 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	....	....
31 Oct. '59	96.0	4.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,000,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	437,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars Passenger.	Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	39½
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	289,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	0	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52.434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147.231	208.439	96.571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	263,263	151,536	6	.....
-- -- '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29.845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarksav. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319.518	.....	59.4	69,870	177,256	60.029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- -- '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185.421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82.001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81.561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175.830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,323,299	10,276,299	166.0	617,262	702.271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	70
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212.274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47.324	43,998	10.493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939.729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25.153	4,424,671	142.3	263,893	491,674	267,192	—	64
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	.....	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	3,816,522	195.0	304,195	652,405	382,696	4½	82
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	16,592	573,998	32.3	.....	69,000	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872.000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
-- -- '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,942	—	13
-- -- '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213.964	31,045	—	.....
-- -- '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- -- '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- -- '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	—
-- -- '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- -- '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- -- '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- -- '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
-- -- '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	863,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- -- '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,022,000	48.7	.....	1,925,444	1,300,160	12	123

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	520,000	7	1872	57⅞
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	89
" "	700,000	6	1880	87
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60) :				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R. R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	363,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1863	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	90¾
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	---	------	----
1st Mortgage	3,600,000	---	------	----
2d Mortgage	2,000,000	---	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	98
2d Mortgage	950,000	---	1880	87
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin. :	------	---	------	----
*Columbus, Piqua and Indiana :	------	---	------	----
	------	---	------	----
	------	---	------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
	------	†	------	----
	------	†	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,300,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	102½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000		------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	68,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
	------	---	------	----
	------	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	96
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n :				
	------	---	------	----
	------	---	------	----
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
	------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	----
2d Mortgage (convertible)	757,000	7	------	72
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93¼
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill :				
	------	---	------	----
	------	---	------	----
	------	---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	100¼
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	94½
Construction	4,115,000	6	1875	95½
Free Land	3,000,000	7	1860	102¼
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	70
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
	------	---	------	----
	------	---	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	40
1st Land Grant (Western Div.)	4,000,000	†	------	23
2d Land Grant (Western Div.)	353,600	†	------	23
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	87
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1890	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	85
1st Mortgage (convertible)	500,000	8	------	97½
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	80
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	81
2d Mortgage	2,175,000	†	1877	49
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	52½
1st Mortgage (convertible)	1,250,000	8†	1877	52½
South-West Branch	350,000	8†	1866	52½
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	-------	---	------	----
----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	95
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	101½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	102½
3d Mortgage (convertible)	6,000,000	7	1871	98
4th Mortgage (convertible)	3,729,000	7	1880	81
5th Mortgage	1,277,000	7	1883	78
Unsecured (convertible)	2,618,000	7	1871	50
Unsecured (convertible)	2,443,000	7	1862	47
Sinking Fund	2,193,000	7	1875	51¼
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,103,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
---- ----	-------	†	------	----
Peru and Indianapolis:				
----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	74
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and L.)	1,000,000	---	1872	----
2d Mortgage (O. and L.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1850	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1880	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,900,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	76
2d Mortgage (convertible)	2,000,000	7†	'68-'70	46
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	16⅔
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	208,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending August 22, 1860.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22.
FEDERAL STOCKS:—						
U. S. 5s, 1874	102½	102½	----	----	102½	102⅝
U. S. 5s, 1865	----	101½	----	----	----	----
STATE STOCKS:—						
California 7s	----	----	----	90½	----	90⅝
Georgia 6s	----	----	----	----	----	103
Illinois 5s	----	----	----	----	----	----
Indiana 5s	93	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	81⅛	81⅜	81½	81⅜	81⅜	81⅛
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	98
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90½	90	90	90½	90½	90½
Virginia 6s	91½	91⅜	91½	91½	91⅜	91½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	90	90½	91	90½	90⅜	89⅝
Chicago and Rock Isl.	82½	83½	83½	83½	84	84
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	11⅝	12	12	12	----
Clev. and Toledo	46	47⅛	46⅞	46½	46½	47
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	80½	81½	82½	82½	82½	81⅞
Hudson River	57⅛	58⅛	58½	57⅞	58	58⅛
Illinois Central (scrip)	85	86	87	87	86⅞	86½
Indianapolis and Cinc.	----	----	----	----	----	48
Michigan Central	67⅛	68	69	69	69	69⅛
M. S. and N. I. guar'd,	47⅛	48	48	----	47	47⅛
M. S. and N. I.	21⅞	22⅛	23	23⅛	23⅛	22
Milwaukee and Miss.	----	13½	----	13½	13⅛	13⅛
New Jersey Central	----	----	----	----	----	----
New York Central	86⅛	87	87⅛	----	85	84⅛
New York and Erie	27⅛	27⅛	28	----	29	28⅛
N. York and Harlem	19	18⅛	18⅛	----	19	18⅛
N. Y. and H. "pref."	49⅛	----	----	----	48	48
Panama	124	124	124	124	124	125⅛
Phila. and Reading	47⅛	47⅛	47⅞	47	46⅞	46⅛
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	----	61	----	----	60
" " 2d M. 36	----	----	----	----	----	37
" " S. F.	----	----	----	----	82	82
Cl. & Tol. S. F. 7 p.c. '85 80	----	81	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	100	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	----
" 2M. 8p.c. '75	93	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	72½
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. 7p.c. '60	----	----	----	101	----	----
" 3M. 7p.c. '75	----	91½	----	----	91½	92
Illinois Centr. 7 p.c. '75	----	95½	----	----	----	95½
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	79	79½	79½	----	79
" " 2 M. 50	----	50	----	----	----	49
Mich. Cen. S. F. 8 p.c. '82	99⅞	100	99½	----	----	100
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	69	----	68½	68	68	68
" " S. F. '81	----	81⅞	----	----	----	81
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	96	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	102⅞	----	----	----	----	103
" 2 M. 7 p.c. '59	----	----	----	----	----	102½
" 3 M. 7 p.c. '71	----	----	----	----	----	98⅛
" 4 M. 7 p.c. '80 83	83	----	----	----	81½	81½
" 5 M. 7 p.c. '83	----	----	----	----	----	78
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	52
N. Y. & H. 1M. 7p.c. '73	98	----	98	----	----	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	103½	----	----	----	----	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	----	----	----	----	101	----
Merchants' Exch. B'k	----	----	----	----	----	100
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	98	----	----	----	----
Metropolitan Bank	----	----	----	----	113	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Columbian	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	12	12	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96¼	96	96	----	95⅛	95¼
Cumberland Coal Co.	----	----	----	----	15⅜	15⅛
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	78	79⅛	80	80	79⅞	78⅛
Canton	----	----	20½	----	20	20
Brooklyn Water W's	----	102½	----	----	102½	----

The following are the closing prices in the London Market on the 11th August:

United States 5 p. c. red. '74	93	to	93½
Illinois Central 6 p. c. red. 1875	83	to	85
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60.	91	to	93
Do. $100 shares, $80 p'd.	26	to	26½
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	88	to	90
Do. do. 1st mortgage (sinking fund), 1882	88	to	90
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	75
Do. $100 shares	12	to	17
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	77	to	79
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	48	to	52
Do. Shares, assented	25½	to	26½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, August 25, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

Iron Bridges.

Messrs. A. & P. ROBERTS, proprietors of the *Pencoyd Iron Works,* Philadelphia, have lately completed the erection of an Iron Bridge for the Harrisburg and Lancaster Railroad Company at the crossing of the Conawago Creek, Lancaster County.

The design is that known as the "Whipple Rectangular Truss"—ninety feet total length, proportioned to carry a moving load of 3,000 pounds per lineal foot, subjecting the wrought iron parts acting by tension to no greater strain than 8,000 pounds per square inch of cross section, and the cast iron parts acting by thrust to no greater crushing force than 10,000 pounds per square inch.

This bridge has taken the place of a wooden one; it was contracted for on the 31st day of May last and completed on the 12th day of August, without the stoppage of a single train.

The bridge is used by the Pennsylvania Railroad Company for the passage of their heavy passenger and freight engines.

The Messrs. A. & P. ROBERTS expect to complete the erection of one of Whipple's Bridges,

158 feet span for the Illinois Central Railroad this week.

The Engineer.

Mr. ZERAH COLBURN has returned from England where he has some time resided, and has commenced, in Philadelphia, the publication of a weekly journal entitled *The Engineer* of which the first number has been received. Its contents is made up of articles of general rather than special bearing. We presume its future numbers will be of a more pointed character. There is great want in this country of a journal devoted to our mechanical interests. Philadelphia, which more than any other city, is the centre of these, is probably the best point for the publication of such a journal. Mr. Colburn has selected a good subject and a good plan for its completion.

Reversible Railroad Checks.

The New York Central Railroad Company have recently adopted a baggage check which does away with the trouble of having baggage re-checked over the different roads. It is called the *reversible* check, and consists of two pieces. The check attached to the baggage is two inches in length, the one carried by the holder an inch and a half in length; the large check on one side has the initials, "N. Y. C. R. R.," on the reverse, "G. W. R. R.," to Detroit. At the end of the Central road the strap is drawn through the check, and the initials of the latter road are in full view of the baggage-master. The small check bears the initials, "Troy to Detroit." It is an excellent invention, and saves the traveler a vast deal of annoyance and trouble at the ends of the different roads. The Central have checks of the above description over nine different roads to the West.

Cleveland, Painesville and Ashtabula R. R.

At the annual meeting of the stockholders of this road, held in Cleveland, on the 14th inst., the following Directors were chosen: A. Stone, Jr., S. Witt, Wm. Case, T. M. Kelley, W. D. Beattie, H. B. Payne, and W. Collins, Cleveland; J. B. Johnson, Erie, Pa.; James Miles, Girard, Pa.; S. J. Randall, Philadelphia; Hamilton White, Syracuse, N. Y.; E. M. Gilbert, Utica, N. Y.; C. C. Dennis, Auburn, N. Y. They constitute the former Board, with the exception of Wm. Collins, elected to supply the vacancy caused by the death of Alfred Kelley.

At a subsequent meeting of the Board, the following officers were elected:

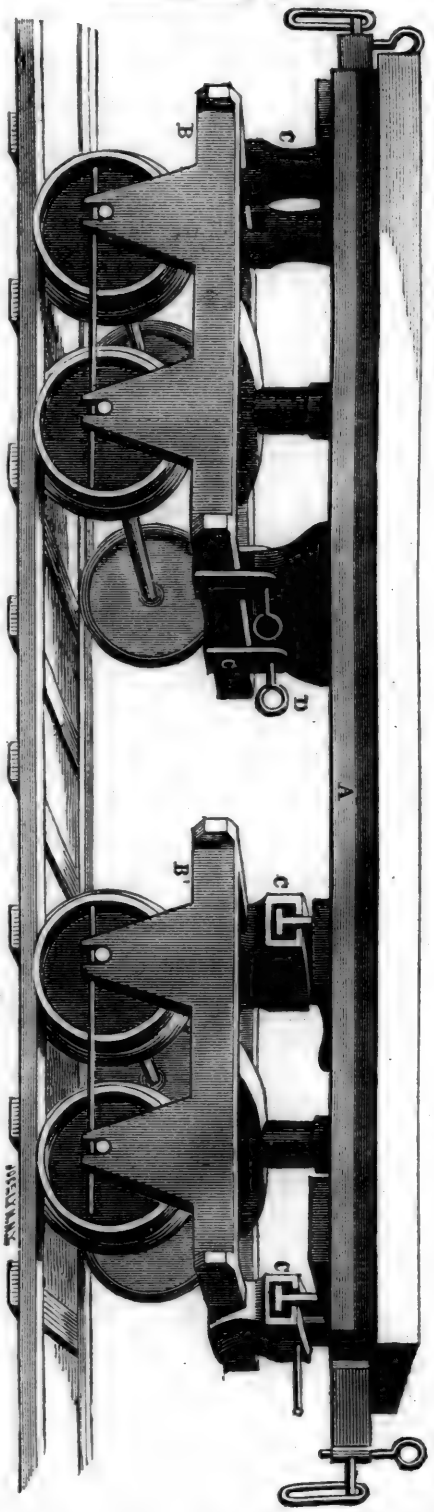
President, AMASA STONE, Jr.; Vice-President, S. Witt; Secretary, G. B. Ely; Superintendent, H. Nottingham. A. Hills was re-appointed General Freight Agent, A. Ely, Paymaster, and Nicholas Bartlet, Auditor and Registrar.

The half-yearly statement shows the gross receipts to have been as follows:

Six months ending July 1, 1860.....	$508,326 18
Six months ending July 1, 1859.....	453,485 32
Increase.....	$54,840 86

☞ The branch railroad from the village of Hackensack, to connect with the Erie Railroad, about a mile below the Boiling Spring, we understand will be completed the present season. The road-bed over the meadows, about three miles, is built, and about 100 men and 50 horses are at present at work on the line. The length of the connecting line is about five miles, with a branch of one mile to the works of Mr. Rennie, at Lodi.

Moore's Safety Truck.



Above we give a cut of a new Safety Truck patented by CHARLES S. MOORE, Esq., Master Machinist of the Orange and Alexandria Railroad. The cut shows the character of this invention so well that a full description of the same is superfluous. Its object is thus stated in the application for the patent:

"Should a wheel or axle break, they could not by even coming against the remaining wheel, axle, or truck, turn it around from its proper position in relation to the car body, because the extent of motion of the truck out of a right line is limited and defined, and though it may turn to this limit yet it will still keep on the track, and thus save the car, locomotive, or tender, from being thrown off; nor will the car body by such accidental breakage be much, if any, let down or swayed, it will continue on the track and hold the truck parallel, or practically so, to itself, and thus avoid the danger of being thrown off. This construction has proven in practice that a car may be run several miles with a broken axle without leaving the track."

Population of St. Louis.

A census of St. Louis has just been taken by authority of the city government. The result is as follows:

Total white males.....	73,320
Total white females.....	68,346
	141,666
Slaves.....	1,245
Free colored.....	1,019
Total population.....	144,930

Alabama and Florida Railroad.

The general meeting of the stockholders in this company was held at Pensacola, on the 7th May ult., and the officers for the ensuing year elected.

The reports of the President, Superintendent and Secretary, exhibit a very favorable condition of the company's affairs, and a rapid development of the enterprise.

The last cargo of rails required for the road arrived at Pensacola on the 1st of April last, and the 1st July was the day set apart for the final completion of the road to the Alabama State line. The whole length of the line in Florida will be 45 miles; of this length, 32 miles had been completed at the date of the report. This road will connect with the line of the same name in Alabama, which has a length of 115 miles, of which 65 miles from Montgomery southward are already in operation, and the remainder will be brought into use on or about the 1st April, 1861. These roads which will probable be worked conjointly, will connect Pensacola with Montgomery and the North and East, and open an outlet for one of the finest cotton regions of Alabama, and also of the whole west section of Middle Georgia.

Otherwise the connections of this road are numerous, and will supply a large traffic. Regarding these, we abstract complete the remarks of the President in his report:

The completion of the Perdido and Junction Railroad will develope a very extensive pine forest lying along the valley of the Perdido river. The extension of this road in due time to the Tensas river, opposite Mobile, will carry to the markets of Blakely and Pensacola lumber and naval stores of every description drawn from the finest forests in the world—these forests chiefly lie in a natural state, for, from their isolated position, the woodcutter has been excluded from them. The Perdido and Junction road will afford an outlet for their products, and the improvement of the water courses which meander through them, will eventually bring these large forest regions in easy communication with that outlet. The Perdido and Junction Railroad, now under construction, will be completed in September next. The line is about six miles in extent, and connects the Perdido river with our road at a point fifteen miles distant from Pensacola. The company owning this road are preparing to erect mills on the Perdido river that will furnish the first year 18,000,000 feet of lumber; and it is contemplated to greatly extend their operations, and at the same time to afford encouragement to lumber men in forming establishments tributary to the outlet which their

roads will afford. These developments tend directly to the advantage of Pensacola; and their future growth, produced by the final extension of the Perdido road to the Tensas river, will lead to other developments embracing in time a connection with the Mobile and Ohio Railroad; at once securing to Pensacola a share in the lucrative and increasing trade of the Tombeckby and Alabama rivers, and in due time, of the Ohio river. The other connections by railroads with our own, have not advanced towards completion as rapidly as we have anticipated, and as the interests of the respective companies; and the wants of the rich countries they are intended to bring into easy communication with the Gulf of Mexico would seem to warrant. The Selma and Gulf road has made, comparatively, but little progress; and its final connection with Pensacola and Mobile may not be calculated upon in less than three years—if the rate of progress in construction is not increased. In the meantime, the Central road extending up from Montgomery towards Decatur; and penetrating in its route the coal regions of Alabama, will probably inaugurate the first delivery of coal from the mines direct to the Gulf ports. That era will be an important one in the history of Alabama, adding greatly to the prosperity of that and the neighboring States; and to the commercial and political power of the South, in all of which Pensacola will not fail to largely participate. Conflicting local interests and ignorance of the great value to a country of its coal products carried with facility and cheaply to convenient sea-ports, seem to combine in Alabama to prevent the opening of the coal mines to convenient markets—whose rich and varied products would compare with any coal region in the world. But desirable as the coal development in Alabama may be, and important as it is to the interests of Pensacola and of steam navigation on the Gulf of Mexico and beyond, we may not, in the present aspect of things, hope for that interesting result before the expiration of three years. But, in the meantime, the steam lines that will be established in the Gulf of Mexico, on the completion of the line of railroads extending from Pensacola, via Montgomery, Atlanta, Chattanooga and Nashville, to the Northern and Western States; and via Augusta on one side of the mountains, and Knoxville on the other, to the North-eastern States, will require that an abundant supply of coal should be furnished at Pensacola. And it is fortunate that that supply, retarded in Alabama, can be obtained from England. For it is assured that coal can be delivered on the wharves of Pensacola at $5.50 per ton, by ships seeking cotton, lumber and other freights in this port. At this price for coal, and and even at $6 per ton, the question of steam navigation between Pensacola and the ports of the Gulf is decided in favor of the former place. But when the coal mines of Alabama are opened, by at least two lines of roads to the markets of the Gulf, and South American ports—the development of the coal trade will probably equal that of the cotton trade at Pensacola. The remaining line of road intended to connect with Pensacola—the Mobile and Girard—is still progressing slowly but surely, and will finally connect with the Montgomery, Mobile and Pensacola roads. This company is not so potent in means as the Montgomery, and Selma and Gulf roads, derived either from the richness of the country through which its line passes, or from the wealth of its constituency; yet if what the company has done is the earnest of that which is to come, the completion of the road in due time is assured. This and all other similar improvements of the lines of communication in Eastern Alabama cannot fail to afford a perennial source of prosperity to the Gulf ports, of which Pensacola will be a large recipient—to such an extent indeed as to excite in her no feelings of jealousy toward her neighbors; or to grudge to them their prosperity, with a healthful increase, which they now enjoy.

The Superintendent presents a report of the operations of the road for the year. The rolling stock consists of three engines, and one passenger, one box, four platform, and one hand car. The grading and bridging are so near completion, that it is not probable any impediment will hereafter be offered to the track-layers. When it is considered that all this has been accomplished since the 12th April, 1856, when the ground was first broken, all due credit ought to be accorded to the Directors in forwarding the work to the best of their ability.

"Prior to January last," says the report, "we had but one train for all purposes. This train besides doing what was necessary to do for the contractors, under the contract, performed other services for the contractors, valued at $534 45

Since that time one engine and two—sometimes three—platform cars have been almost constantly in the employ of the contractors.

Their work is valued at 3,788 00

Total $4,322 45

This has been at an expense for wages of engineer of $252 25
Fireman 109 25
There has been paid for pumping water for use of engines 193 10
Value of stock killed by trains is placed at 255 00

No part of the road has yet been received from the contractors, the company, however, have expended in keeping up the track on the first 12 miles, $215.98.

A turn table has been built on the ground intended for our main depot.

A railroad depot scale, and shelter for the same, put up at the city station.

A well dug, water tank and pump, fitted up at station Shepard.

At station Cooper the water is conveyed into the tank by a pipe from a spring which is 11 feet above the top of the tank and about 900 feet distant, thus obviating the necessity of employing any one to supply the tank.

Extra side track has been put in at the city station, and the road extended into the bay 88 feet upon trestle work. These things have been done at a cost of $2,336.34.

The Secretary presents the following statements relative to the financial condition of the company:

1. Statement of the receipts and expenditures for the year ending 30th April, 1860.

RECEIPTS.

Subscription to capital stock	$91,485 20
City bonds and subscription	150,000 00
Bills payable	75,893 71
Sales of land	23,638 43
Passenger and freight account	7,857 02
Sale of bonds	195,000 00
Open accounts due individuals	27,945 06
2d mortgage bonds paid contractors	47,302 97
	$619,122 39

EXPENDITURES.

Construction	$532,791 49
Contingent expenses	3,098 62
Stationery	214 15
Printing	422 60
Office expenses	893 74
Postage	45 63
Wharfage	25 67
Profit and Loss	7 00
Damages	191 00
Road	87 74
Machine shop	514 65
Bills receivable	560 76
Equipment	30,586 54
Interest	11,153 34
Movement	6,183 86
Salaries	12,277 96
Discount	11,200 00
Open accounts due by individuals	3,401 58
Cash	5,466 56
	$619,122 39

2. Statement of the resources and condition of the company 30th April, 1860:

Estimated cost of road and equipm't.	$884,000 00
Liabilities embracing open accounts and bills payable	103,838 17
Balance being excess of assets	162,465 79
	$1,150,303 96
Amount paid on account construction.	$532,791 49
Instalments due and collectable	106,000 00
410 first mortgage bond	205,000 00
Second mortgage bond	106,697 03
Bills receivable and open accounts	3,962 34
Equipment on hand to date	30,586 54
Cash on hand	5,466 56
159,800 acres land	159,800 00
	$1,150,303 96

The total amount of land received by the company has been 192,433¼ acres; of which 165,688 was donated by Congress, and 26,355¼ acres being swamp lands by the State. Of this amount 32,232¼ acres have been sold, leaving in the hands of the company 159,801 acres. The Secretary, who is also Register of the Land Department, presents the following account of operations to date:

PAYMENTS.

Sundry disbursements to date	$983 00
Bills receivable on hand	129 16
Open accounts	6 42
Trustees 1st mortgage bonds	5,000 00
Paid into Treasury	23,337 77
	$29,456 35

RECEIPTS.

Sales to sundry persons	$27,224 54
Amount sales swamp land to sundry persons	1,949 43
Interest on sales to date	208 87
Open accounts	73 51
	$29,456 35

OFFICERS 1860-1.

WM. H. CHASE, *President.*
A. E. MAXWELL, *Vice-President.*
GEO. W. HUTTON, *Sec'y & Register Land Dep't.*
CHAS. L. LEBARON, *Treasurer.*
O. M. AVERY, *Superintendent and Engineer.*

Central Stem (La.) Railroad.

The Alexandria, La., *Constitutional* says: "This is a propitious moment to hand around the subscription for the "Great Central Stem Railroad" of Judge Boyce. Some think this undertaking a dream of delirium—but we believe it to be a fixed fact, and we feel assured that Judge Boyce will spend his immense fortune rather than see its failure. The Judge has the will, and with his money there is sure to be a way."

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending August 20, 1860.

BONDS.		Per cent.
Covington and Lexington,	1st Mortgage	6s—72—75
" " "	1st "	7s—82—85
" " "	2d "	7s—72—75
Cinc., Ham. and Dayton,	1st Mortgage	7s—96-100
Indianap. & Cincinnati,	Dividend	7s—60—63

STOCKS.

Cincinnati, Hamilton & Daytor	75½—76
Little Miami	85—86½
Columbus and Xenia	85—85½
Indianapolis & Cincinnati	43—43½

L. H. MATTISON,
MANUFACTURER OF
PLATED WARE,
230 PEARL STREET,
NEW YORK.

PHILIP F. PASQUAY,
35 SPRUCE STREET, NEW YORK,
MANUFACTURER OF SUPERIOR OAK TANNED STRETCHED
LEATHER BELTING.

THESE BELTS are cemented and riveted together to any length that may be required, and warranted to run straight on the pulleys.

Best quality of LACE LEATHER constantly kept on hand. Also dealer in VULCANIZED INDIA RUBBER GOODS, viz.:—CROTON and STEAM HOSE of all sizes, STEAM and PISTON PACKING.

List of Prices can be obtained at the store. In comparing the List of Prices with those of other manufacturers, it is necessary to compare also the Belting, the difference no doubt will give it in favor of my manufacture.

CHARLES A. SEELY,
CHEMIST,
421 BROADWAY, NEW YORK.

ANALYSES of Ores, Minerals, Articles of Commerce, etc. Advice and Instruction in Chemical Processes generally. Advice on Chemical Patents.

RAILROAD
IRON AND SPIKES.

500 tons 58 lbs. Rails of superior quality.
1,000 tons 54 lbs. do. do.
1,000 tons 50 lbs. do. do.
in port and to arrive, and
300 tons ½ inch and 9-16ths inch Spikes for sale by
MEAD & BELL,
1m33 13 Cliff Street.

LEWIS E. P. SMITH & CO.,
Copper and Iron Merchants,
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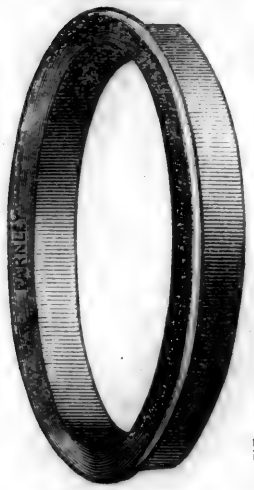
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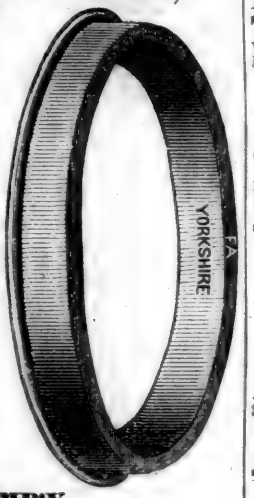
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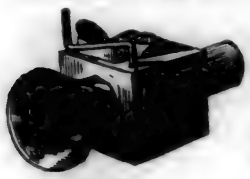
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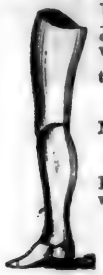
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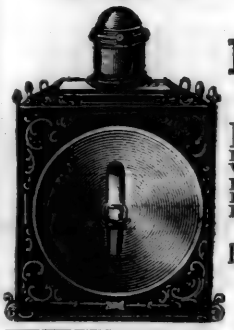
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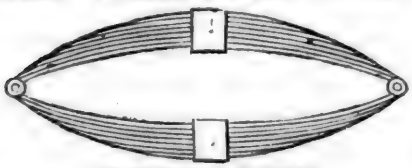
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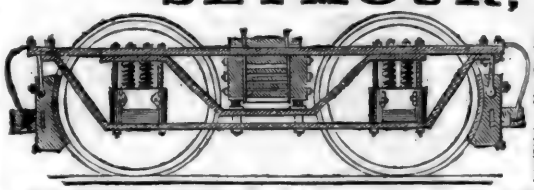


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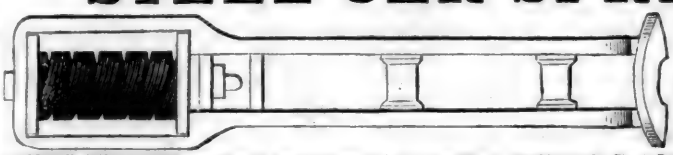
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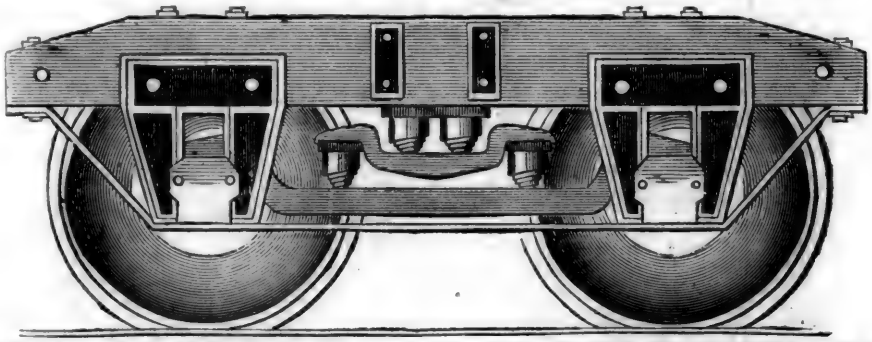
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PRINCIPAL CONTENTS.

Lake and River Navigation.....765
Power of a Corporation to Purchase, Hold, and Re-issue its own Stock.....767
Niagara Falls Suspension Bridge.....767
Morris (N. J.) Canal.....769
South-western (Ga.) Railroad.....770
Chicago and North-western Railroad.....771
Chartiers Valley Railroad.....771
Sleeping Car on the New York and Erie R. R.771
New York and Erie Railroad.....772
Mississippi and Missouri Railroad.....772
Atlantic and Great Western Railroad.....773
Ohio Railroad Reports.....773
Atlanta and West Point Railroad.....780
Louisville, Frankfort and Lexington Railroad.781

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We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

Milwaukee and Mississippi Railroad.

At a meeting of the bondholders, held on the 23d ult., a plan was adopted for the re-organization of this company. A resolution, expressive of confidence in the ability and integrity of the Receiver, was passed. They also adopted a report of the committee of bondholders who had conferred with a committee from Milwaukee, recommending that the city of Milwaukee may receive the second-class preferred stock for their claim of $234,000 and interest—provided the city assent to the agreement within sixty days. The following gentlemen were elected Trustees and Attorneys to act for the subscribers to the agreement: John Catlin, Louis A. Von Hoffman, L. H. Meyer, Wm. Schall, Allan Campbell, William Wilkinson.

Lake and River Navigation.

The State Engineer and Surveyor in compliance with the law of 1854 entitled "An Act for the incorporation of companies formed to navigate the lakes and rivers" made his usual annual report in March last. This has been recently published and a copy furnished us by George R. Perkins, Esq., Deputy State Engineer. From this we learn that there are within the State of New York seventeen companies that derive their powers from the provisions of this law and these have made returns of their condition as required thereby.

The following tables, abstracted from the report contain summaries of all the important information that permits of tabulation.

1. STATEMENT of the capital and debt of each company:—

Companies.	Capital paid.	Debt.	Total.
American Steamboat	$67,400	$13,687	$71,087
American Transportation	270,000	250,114	520,114
Black River Steamboat	10,000	.....	10,000
Buffalo Elevating and Storing	67,600	15,350	82,950
Buffalo and Toledo Transportation	125,000	.....	125,000
Catskill Steam Transportation	20,000	20,043	40,043
Harlem and New York Navigation	45,000	.....	45,000
Lake Erie and Buffalo Steamboat	10,000	.....	10,000
New York and Albany Propeller Line	40,000	.....	40,000
New York and Long Island Steamboat	5,774	9,075	14,849
New York and Western Towing	55,000	25,882	80,882
Northern Transportation	300,000	13,686	313,686
Northern Transportation Line	65,000	15,664	80,664
Ontario Steamboat	40,000	27,759	67,759
Port Henry and Whitehall Towing	10,000	.....	10,000
Western Transportation	839,000	171,151	1,010,151
Total	$1,969,874	$562,363	$2,532,237

2. STATEMENT of the vessels and hands employed, the amount of receipts, and the dividends on capital during the year:—

Companies.	Employed.—Vessels.	Employed.—Hands.	Gross Receipts.—Freight.	Gross Receipts.—Other.	Gross Receipts.—Total.	Am't Divid'd.
American Steamboat	8	84	$762	$28,502	$29,264	.....
American Transportation	146	1,015	510,086	55,038	565,123	.....
Black River Steamboat	2	7	4,380	.....	4,380	.....
Buffalo Elevating and Storing	2	..	.....	12,000	12,000	.....
Buffalo and Toledo Transportation	3	70	66,250	1,557	67,802	$12,500
Catskill Steam Transportation	1	20	7,925	16,405	24,330	.....
Harlem and New York Navigation	2	22	3,659	34,428	38,087	4,500
Lake Erie and Buffalo Steamboat	2	95	7,240	49,349	56,589	2,500
New York and Albany Propeller Line	3	38	37,009	6,493	43,502	.....
New York and Long Island Steamboat	1	14	1,793	5,481	7,284	.....
New York and Western Towing	1	160	8,804	71,465	80,359	.....
Northern Transportation	12	244	232,011	21,586	253,597	.....
Northern Transportation Line	41	300	200,000	35,000	235,000	14,625
Ontario Steamboat	6	136	24,361	42,540	66,901	.....
Port Henry and Whitehall Towing	1	5	.....	12,329	12,329	4,900
Western Transportation	160	1,000	474,786	35,347	510,133	.....
Total	386	3,210	$1,579,157	$427,521	$2,006,678	$39,025

The information further than contained in the above tables, furnished by the report, will be found in the following descriptions of the companies severally.

American Steamboat Company. Owns three Steamboats—the New York, 995 tons, the Northerner, 905 tons, and the Jenny Lind, 466 tons; and operates on Lake Ontario and River St. Lawrence touching at Ogdensburg, Prescott, Morris-

town, Brockville, Alexandria Bay, Clayton, Cape Vincent, Toronto and Lewiston. Principal office —Ogdensburg, St. Lawrence Co., N. Y. The company has been dissolved and its affairs are in the hands of E. B. Allen, J. G. Averell and W. J. Averell, receivers appointed by the court.

American Transportation Company. Owns 18 propellers and 133 canal boats. The propellers are the Iowa 981½, Potomac 818½, Chicago 758½, Buffalo 689, Alleghany 601, Edith 559, Forest Queen 467, Niagara 450½, Pocahontas 426½, Cataract 393½, Scioto 384, Spaulding 380, and New England 351½—total 7,262 tons. The canal boats average 100 tons measurement. The company during the year sold three propellers, one steamtug and six canal boats; and three propellers were lost. The business of the Company is transacted on the Hudson and East rivers, the Erie Canal, Buffalo Creek, Lake Erie, Detroit river, Lake St. Clair, St. Clair River, Lake Huron Lake Michigan and all the navigable rivers connected therewith. Principal office—Buffalo, Erie Co., N. Y. Officers for 1859-'60—Franklin Lee, President, and James C. Evans, Treasurer and Secretary.

Black River Steamboat Company. Owns one steamboat of 150 tons, and one lighter of 50 tons. Navigates the Black River from Lyon's Falls to Carthage 42½ miles. Principal office—Lyon's Falls, Lewis Co., N. Y. Officers for 1859-'60—Lyman R. Lyon, President and Acting Treasurer; N. B. Sylvester, Secretary, and Walter Whittlesy, Superintendent.

Blanchard Steamboat Company. Insolvent and property sold. The only steamboat owned by the Company was burned, and nothing is known to exist except judgments against the company. Charles H. Trask, Assignee.

Buffalo Elevating and Storing Company.—Owns two elevators, valued at $120,000 and transacts business on Buffalo Creek and Hatch's Slip. Principal office—Buffalo, Erie County, N. Y. Officers 1859-'60—Hiram Niles, President; W. H. Abell, Treasurer, and S. S. Guthrie, Secretary.

Buffalo and Toledo Transportation Company. —Owns three propellers, the Orontes 259, the Euphrates 587, and the Araxes 593—total 1,769 tons; and transacts business on Lake Erie between Buffalo, Erie, Cleveland, Sandusky and Toledo. Principal office, Buffalo, Erie Co., N. Y. Officers 1859-'60—Dean Richmond, President, and Thos. D. Dole, Treasurer and Secretary.

Catskill Steam Transportation Company.—Owns one steamboat, 341 tons, and navigates the Hudson River between the harbor of New York and Catskill Creek. Principal office, Catskill, Greene Co., N. Y. Officers 1859-'60—Geo. H. Penfield, President, and Isaac Pruyn, Secretary and Treasurer.

Harlem and New York Navigation Company. —Owns two steamboats—the Sylvan Grove, 283 tons, and the Sylvan Shore, 217 tons; and operates on the East and Harlem rivers and in the harbor of New York. Principal office, Harlem, New York Co., N. Y. Officers 1859-'60—W. H. Colwell, President; Henry P. McGown, Treasurer, and J. N. Watson, Secretary.

Lake Erie and Buffalo Steamboat Company. —Charters two steamboats, the city of Buffalo, 2,100 tons, and the Western Metropolis 2,000, and operates on Lake Erie between Buffalo and Cleveland. Principal office, Buffalo, Erie Co., N. Y. Officers, 1859-'60—John Stryker, President, and R. B. Chapman, Superintendent, Treasurer and Secretary.

New York and Albany Propeller Line.—Owns two propellers and one receiving barge, viz.: the Western World, 442 tons, the Erastus Corning, 442 tons, and the Dutchess County, 189 tons. Principal office, Albany, Albany Co., N. Y. Officers, 1859-'60—Benjamin Akin, President; Samuel Schuyler, Treasurer and Superintendent, and Robert Courtney, Secretary.

New York and Long Island Steamboat Company.—Owns one steamboat, the Ocean Wave, 270 tons, and operates upon the East River, Long Island Sound, Huntington Bay, and Stoney Brook and Port Jefferson Harbors. Principal office, Port Jefferson, N. Y. Officers, 1859-'60—Reuben H. Wilson, President, and Thomas T. Ritch, Treasurer and Secretary.

New York and Western Towing Company.—Owns about 200 mules and horses with their harness, and one canal boat, 175 tons. Principal office, Albany, Albany Co., N. Y. Officers, 1859-'60—William Coffin, President and Treasurer, and Albert H. White, Secretary. The Secretary's address is No. 118 Broad st., New York City.

Northern Transportation Company.—Owns 12 propellers, 4,190 tons, and transacts its business on the rivers Detroit, St. Lawrence and St. Clair, and the Lakes, Ontario, Erie, St. Clair, Huron, and Michigan and the waters connected therewith. Principal office, Ogdensburg, St. Lawrence Co., N. Y. Officers, 1859-'60—Philo Chamberlin, President; Charles L. Thompson, Treasurer, and John H. Crawford, Secretary.

Northern Transportation Line Company.—Owns two steamboats, one propeller, two sailing vessels and 36 canal boats, and operates on the waters of the East River, New York Bay, Hudson River, Champlain Canal, Chambly Canal, Richelieu River and the St. Lawrence. Principal office, Whitehall, Washington Co., N. Y. Officers, 1859-'60—Thomas T. Vaughan, President, and Oliver Blascom, Treasurer and Secretary.

Ontario Steamboat Company.—Owns six steamboats, viz.: the Bay State 935 tons, the Ontario 832 tons, the Cataract 577 tons, the Niagara 573 tons, the Montreal 295 tons, and the British Queen 291 tons; and transacts business on Lake Ontario and the river St. Lawrence, operating between Prescott, Morristown, Brockville, Alexandria Bay, Clayton, Cape Vincent, Kingston, Sackett's Harbor, Oswego, Charlotte, Lewiston, Toronto, and Ogdensburg. Principal office, Oswego, Oswego Co., N. Y. Officers, 1859-'60—Samuel Farwell, President; J. B. Penfield, Treasurer and Secretary, and H. N. Throop, Superintendent.

Port Henry and Whitehall Towing Company. —Owns one propeller, the John H. Reed and transacts business on Lake Champlain. Principal office, Port Henry, Essex Co., N. Y. Officers, 1859-'60—Jona. G. Whitherbee, President, and Pierre Dupries, Secretary.

Western Transportation Company.—Owns 14 steam propellers, one steam tug, two sailing vessels and 143 canal boats. The propellers are as follows:—Plymouth 846 tons, Mayflower 624 tons, Mt. Vernon 578 tons, Dunkirk 542 tons, Old Concord 457 tons, Mary Stewart 414 tons, Omar Pasha 344 tons, Illinois 530 tons, Saginaw 407 tons, Mohawk 789 tons, Tonawanda 822 tons, Neptune 636 tons, Free State 768 tons, Missouri 589 tons. The company's business is transacted on the waters of the East River, New York Bay, Harlem River, Erie Canal, Niagara River, Buffalo Creek, Lake Erie, Cuyahoga River, Maumee River, Detroit River, Lake St. Clair, River St. Clair, Lake Huron, Lake Michigan, Milwaukee River and Chicago River. Principal office, Tonawanda, Niagara Co., N. Y. Officers, 1859-'60—John Allen, Jr., President; E. L. Fursman, Treasurer, and B. A. Root, Secretary.

So far as these reports go, they are exceedingly valuable. They are however very imperfect, *first*, in information, and *second*, in the number of companies embraced. In the latter connection we would ask why only a few of the joint stock companies in the steamboat interest are required to report annually on their affairs to the exclusion of all others and the far greater number. Why do not our laws compel the *ferry* companies to disclose their condition? Why are not, indeed, all other companies incorporated under the laws of the State compelled to do the same thing? It is not that we wish to pry into their individual affairs, but that we require the information for general economical application. With regard to the amount of information to be educed from such companies, we can only say that it ought to be full and explicit. We ought not only to have the number and tonnage of the vessels employed but also their power (of steamers) and the number of trips made with the amount of freight and number of passengers and the direction of each carried. We ought also to be informed on the charges for freight and its value. Apply even the requirements of the Railroad law to this interest, and a large step towards perfection would be obtained; but we would go further than this and embrace also the information stated by the State Engineer in his last railroad report to be desirable. In the document referred to, the State Engineer says p. 17:—"During the past ten years great and important changes have been made in the management of railroads, and there are now many conditions and circumstances connected with the business operations of our railroads which cannot be brought out under the present form of reporting. For instance we are unable to distinguish the way freight from that which passes over the entire length of the roads, neither can we determine whether the movement is to or from tidewater. We have no separate account of live stock which is transported, no special account of the milk business; and there are many other particulars which it is important to have given in detail which cannot now be reached." If this extension of detail is necessary to be reported by railroad companies, is it less important that navigation companies should comply with the same rule? Both are alike engaged in the movement of persons and property, the one by land and the other by water, and it is alike important for both to state particulars. The principle is the same in both cases and, if carried out, a much more accurate idea of the vast extent of the internal commerce of the country than is now possessed would be elicited.

Journal of Railroad Law.

POWER OF A CORPORATION TO PURCHASE; HOLD; AND RE-ISSUE ITS OWN STOCK.

The question as to whether stock, that is repurchased by the corporation issuing it, is canceled by the act of purchase by the corporation; or whether it still exists in specie, as stock held by the company in the character of purchaser, is considered in the case of the City Bank of Columbus *vs.* Bruce *et al.* This case decides that in the absence of prohibition by statute a corporation may purchase its own stock, hold it unextinguished and afterwards re-issue the same.

The plaintiffs were holders of a note given by the defendants Bruce & Fox, to the Columbus Insurance Company for a certain amount of its stock; the note having been endorsed by the company to the plaintiff.

One of the defences relied upon by the defendants was that the note upon which the action was brought was invalid in the hands of the Insurance Company, because it was given for a subscription to the stock of the company without a compliance with the provisions of its charter. Section second of its charter was: "The capital stock of this company shall be one hundred thousand dollars, which may be increased, at the will of the stockholders to three hundred thousand dollars, divided into five thousand shares of twenty dollars each. At the time of subscribing, there shall be paid on each share five dollars, and the balance of each shall be subject to the call of the directors, and shall be secured by indorsed notes, payable on demand, or other property or stock."

It appeared that the Columbus Insurance Company began business with a capital of $100,000. It afterwards resolved to increase its capital to $300,000. In 1842 the company resolved that any stockholder indebted to it, on stock notes might pay by transferring to the company stock to the amount of $113 for $100 of such indebtedness. Under this resolution some of the persons who had taken the additional stock issued as above stated, surrendered their stock to the company, to the amount of about $133,000.

The directors afterwards adopted a resolution that the capital stock be increased to $300,000, and that the president and secretary, or such person as they might appoint for that purpose, "be authorized to receive subscriptions of stock to the amount of ninety thousand dollars; or so much as may be necessary to make the capital stock up to three hundred thousand dollars," upon certain terms therein specified, which authorized the reception from subscribers of notes secured by mortgage, indorsement or stocks. Under this resolution stock was issued amounting to $32,000, among which was the note on which this action was brought.

The plaintiff had a verdict, and the judgment rendered therein having been affirmed at a general term the defendants appealed to the Court of Appeals, which also affirmed the judgment of the Court below. The following is that portion of the opinion of the Appelate Court bearing upon the point under consideration.

SELDEN J. Among the numerous points raised upon the trial of this cause, there are several which, in the view I take of the case it will be found unnecessary to consider. It is insisted, on the part of the defendants that the note upon which the action is brought was invalid in the hands of the Columbus Insurance Company, because it was given for a subscription to the stock of the company, without a compliance with the provision of section two of the charter; which requires among other things, that the time of subscribing there should be paid upon each share $5, and that the balance should be secured by indorsed notes, payable on demand, or by other property or stocks, to be approved.

These provisions being applicable only to an original subscription for stock, it becomes necessary to see whether the note in question was given upon such a subscription. To ascertain this it is unnecessary to notice the history of the company prior to 1842. In that year, the company being then in full operation with a capital of $300,000, the amount authorized by its charter, the board of directors met and resolved that any stockholders, indebted to the company on stock notes might have the privilege of paying any part or all of such indebtedness in the capital stock of the company, at a rate specified in the resolution.

Under this authority, stock was surrendered or transferred to the company, in payment of notes, to the amount of $133,000. There seems to be no ground for questioning the validity of this transaction. I am not aware of any common law principle which forbids it, nor is it shown to have been in contravention of any provision of the charter of the company, or any other of the statutes of Ohio. In the case of Taylor *vs.* The Miami Exporting Company, it was held that a bank might receive its own stock in payment of a debt, and might hold it as it did its other corporate property.

The subsequent resolutions of the board of directors of the Insurance company, viz: that of May 22, 1849, by which it was resolved to increase the capital stock of the company in the sum of $50,000, and to receive subscriptions for that amount, and that of August 13th, 1849, authorizing similar subscriptions to the amount of $90,000, are to be construed with reference to the circumstances under which they were adopted. As previous to the transfer of the $133,000 of stock to the company, in payment of stock notes, the full amount of stock authorized by the charter had been issued, neither the directors nor stockholders of the company had power to add to that amount. The directors may have supposed that the stock transferred under the resolution of 1842 became *ipso facto* extinguished, and that the capital of the company was thereby *pro tanto* diminished; but I do not regard that as the necessary consequence of the transfer. It might or might not have that effect, at the option of the company, and would require, I think, some manifestation of such an intent to produce that result. As nothing of this kind was shown, it follows that there was no authority for the issue of any new stock. I see nothing, however, to prevent the re-issue and sale by the company of the stock so transferred; and, in absence of any proof to the contrary, the presumption is, that the directors intended to act within the scope of their powers, by selling the stock on hand, instead of issuing new stock, which they had no power to create. The terms used in the resolution are by no means conclusive as to the intent of the directors. They may have adopted the form of a subscription as the best mode of obtaining purchasers for the stock transferred to and held by the company, and there is no positive evidence to conflict with such an inference. All the stock issued to the new subscribers, therefore, should I think, be deemed a part of the stock so held. This conclusion disposes of several of the points raised by the defendants counsel. It shows that the requirements of the charter in reference to the original subscriptions have no application to the case. The directors needed no special authority to enable them to transfer the stock. It was clearly within the scope of their powers as the managing officers of the company. There was, therefore, a sufficient consideration for the note.

Niagara Falls Suspension Bridge.

Report of JOHN A. ROEBLING *on Its Condition, on the 1st of August*, 1860.

After an absence of two years, I have again visited the Niagara Railway Suspension Bridge, and have during a stay of three days, on the 18th, 19th and 20th of July, made a thorough examination of the work. I now present to you the following report:

The Niagara Bridge was opened for railway traffic on the 18th of March, 1855; the lower floor for common travel was completed and in use the year previous. The number of trains and trips of single engines, which at the present time pass over the Bridge in twenty-four hours, averages about forty-five. This great traffic accounts for the rapid wear of the rails, many of which require renewal.

After a thorough examination of all parts of the work, I am unable to report any change.

The camber of the floors and the deflection of the cables, as you well know, depend upon the temperature of the atmosphere. The relative level of the floors is the same as it was in 1855.

In order to be better enabled to judge whether the stiffness of the superstructure has been impaired by a five years' traffic, I placed a leveling instrument between the towers on the New York side, and observed the process of gradual deflection caused by five trains.

A train, composed of the engine "Essex," and tender, of 35 tons weight, drawing 10 empty cars, produced a deflection in the centre of	0,462 feet.
A small engine, drawing 2 loaded passenger cars, 1 baggage car and 1 loaded cattle car	0,540 "
Another light engine with 5 loaded passenger cars and 1 baggage car	0,520 "
The engine "Essex" and tender alone	0,315 "
The same engine returning with 8 loaded cattle cars, each holding 17 to 18 cattle of the largest size	0,789 "

A short, but heavy train, such as the last, when in the centre of the bridge between the stays, produces the greatest deflection, comparatively. A longer train, loaded at the same rate and extending over the limits of the stays, deflects the work but little more. In proportion, as the ends of the floor are weighed down, the centre is kept up. By comparing the above observations with those of 1855, we discover no essential difference. The great experimental train, which covered the whole bridge with loaded cars, propelled by two engines, produced a deflection of ten inches. A similar train passed over now will do the same.

The extreme rise and fall of the floor, owing to the contraction and expansion of the cables, amounts to more than two feet. But the cables being at liberty to contract and expand, this process can never affect their strength.

In my report of 1855 I stated the aggregate ultimate strength of the four suspension cables at	12,000 tons.
Perman't weight, supported by cables.	1,000 "
Tension resulting	1,810 "
Proportion of permanent tension of strength	1:6.63
Tension produced by a train of 250 tons	452 "
Aggregate tension	2,262 "
Proport'n of work'g tension to str'gth.	1:5.30

This liberal allowance of strength and freedom from vibration will insure the durability of the cables.

* * * * * * *

The woodwork of the Niagara Bridge, being kept well painted and otherwise well-protected, will last for forty years and more. The old wooden St. Clair Bridge, at Pittsburg, Pa., which I removed to make room for a new Suspension Bridge, recently completed, has stood exactly forty years. All its principal timbers of pine and oak, on removal, were found good and sound. A portion of this material, after being well tarred, has gone into the new suspension floor, and will no doubt render good service for another forty years.

My views of the durability of the cables have undergone no change since 1855; they have only been strengthened by additional experience. This being a subject of great importance and of general interest, I embrace this opportunity to express myself more fully, and thus perhaps to contribute towards a better understanding of the nature of iron.

This fact is well known that wrought iron under certain conditions will undergo certain radical changes. And so will all kinds of matter. The material universe is not by any means constituted upon the principle of *immutability*. Material existence is but a theatre of change, of breaking down, of reduction and of reconstruction of the elements of matter. The Egyptian pyramids are even now undergoing a slow process of disintegration. The dry air of that region, slow in action, is still sure to do its appointed work. And as all human fabrics being but material constructions, will have to succumb to the same inexorable law, we cannot expect that the Niagara Bridge will form an exception.

Two kinds of changes are known, which will affect the strength of iron and other metals. The one is wrought by the chemical process of oxidation, and can be guarded against effectually, and is so guarded in the Niagara Bridge. All iron and wire within reach are kept well painted, and thus preserved against rust. The anchor chains and their connections with the cables, inside of the anchor masonry and in the rock below, after three coats of paint, are protected by the cement grout, which forms a solid envelope, excluding air and moisture.

But aside from the mechanical protection thus afforded, I depend principally, as was explained in my report of 1855, upon the well known chemical action of calcareous cements in contact with iron. Oxygen has a greater affinity for lime than iron. So long, therefore, as the cement will combine with oxygen, or in other words, has not become completely crystalized, which is a very slow process inside of heavy masonary, the iron will be protected. The cement, not exposed to the air, when setting slowly, has a tendency rather to expand than to contract; but suppose there should be cracks around the anchor bars, large enough to admit air and moisture. Water will then find its way through those cracks, but on reaching the iron, will be more or less impregnated with cement and thus add another protecting coat. The chemical principle, which I have explained here, I apply daily in my factory for the preservation of wire against dampness. I have also carried on direct experiments for a number of years, which have convinced me of the preserving property of calcareous cements in damp situations.

* * * * * * *

But iron under certain conditions will undergo another change, which is not so well understood, and is indeed as yet a partial mystery. And this fact has been seized upon as an invincible argument against iron bridges generally, and against the Niagara Bridge especially. I refer to the supposed and popularly so-called *granulation* of fibrous wrought iron.

Although this subject has engaged my attention for a series of years, and I have taken pains to obtain correct information, I yet hesitate to express any decided opinions, that would cover the whole field of investigation. The question at large I consider open yet. This much only I believe to be settled, that good iron will undergo no change in course of time, unless it is acted on by great heat, or is under the influence of strong continuous vibrations under tension.

As an exception to this last proposition, may be cited the case of old anchors and chains, which, after being exposed on the ground or in the ground, a great length of time, had become considerably rusted and reduced in strength. Aside from rusting, magnetic influences were supposed to have been at work in destroying the strength of these irons. But it should be remarked, that none of these cases have been sufficiently well examined to warrant sound conclusions. It is true, that the earth forms a great magnet, whose magnetism is maintained by the sun; and that the magnetic condition of all metals is more or less depending upon the great parent magnet. A steel magnet, that has lost its power or tension, when buried in the earth, will be restored by its magnetic currents. But how far the cohesion and elasticity of wrought iron may be affected by these currents, we are yet ignorant of. When a bar of iron is drawn apart by a tensile strain, the fractured ends are magnetically excited, and will attract iron filings, at the same time that they become heated. Both phenomena, magnetism as well as heat, will always accompany the forcible rupture of iron, as can be readily ascertained by experiment. The same phenomena are also exhibited when iron is hammered cold, the heat in this case being more apparent than the magnetism. .

The cohesion and elasticity of wrought iron, although different properties, appear to be closely related. In speaking of elasticity, I mean the natural elasticity, and not what is produced by the forced process of tempering. And here may be pointed out a marked, physical difference between steel and iron. While the hardening or tempering of steel can be carried to almost any degree, that of the latter cannot.

Whatever destroys or impairs the elasticity of iron or steel, will also affect its cohesion. And this fact has also a significant magnetic bearing. Tempered or hardened steel possesses more tensile strength than soft steel. Now when tempered steel looses its hardness by annealing, it assimilates nearer to soft iron in its relation to magetism. Red-hot iron is not attracted by a magnet, while a steel magnet entirely looses its magnetic properties on being heated red-hot. Another remarkable fact is, that artificial as well as natural magnets, when *overloaded*, become weakened. And so does the cohesion and elasticity of an iron or steel bar become weakened by overloading.

The limit of elasticity, or of the *recuperating* force, as it might be termed, of iron and steel is generally stated at one-third of their ultimate strength. I am of the opinion, that this is much *over*-estimated for soft puddled iron, and *under*-estimated for good hammered charcoal irons, and still more for steel.

* * * * * * *

The opinion prevails that a well drawn out fibre is the only sure sign of tensile strength. This, however, is true only when applied to *ordinary* qualities of bar or rail iron. The fact is different with good charcoal irons and with steel. The greatest cohesion is accompanied by a fine close-grained uniform appearance of texture, which, under a magnifying glass, exhibits fibre. The color is a silvery lustre free from dark specks. The finer and more closely-grained the texture, the nearer the iron approaches to steel. Those who are familiar with good Swedish or Norway irons, will support these statements. These facts alone should be sufficient to disprove the erroneous notion that good iron and steel, which should always be granular, will become so only by vibration, and will thereby lose their strength. But it is important to keep in mind the distinction between a fine uniform granular fracture, and a coarse crystaline fracture. Where coarse crystalization appears, there is a want of contact and compactness, consequently of cohesion and strength generally.

Wire cables, car-axles, piston-rods, connecting-rods, and all such pieces of machinery, which are exposed to great tension as well as torsion and vibration, should be manufactured of iron which not only possesses great cohesion, but also a high degree of hardness and elasticity. The best car-axles now in use, are those made of soft steel by Krupp, in Germany. This steel is manufactured from the spathic ore or natural steel ore, of the celebrated mines at Muessen in Siegen, Prussia. A correct report on these axles was given to me by one of the Prussian Commissioners of Railways, in whose district Krupp's works are located. They are safe in cold weather and seldom known to break. This proves that soft steel with more of a granular texture than fibre, possesses a much greater elasticity and strength than the best fibrous iron; and it also furnishes another strong proof against the granulation theory, so much credited in this country.

* * * * * * *

The capacity of iron to resist vibration and tension differs much in different qualities, and still greater is this difference when the irons are exposed to a very cold temperature. The tubular bridge at Montreal will not last as long as one in Great Britain of the same dimensions, material and workmanship, and rendering the same service; and still less than the tubes over the Nile in Egypt. One hard winter in Canada will be as trying to the structure as ten years are in Great Britain.

In order to examine the fitness of various qualities of iron for the manufacture of wire rope, I undertook, during the hard winter of 1856, at my establishment at Trenton, a series of experiments, when the thermometer was five to ten degrees below zero. The samples for testing, about one foot long, were reduced in the centre to exactly three-quarters of an inch square, and their ends left larger, were welded to heavy eyes, making in all a bar of three feet long. Thus prepared, they were thrown outside the mill, covered with snow and ice, and left exposed for several days and nights. Early in the morning, before the air grew warmer, a sample, enclosed in ice, would be put into the testing machine, and at once subjected to a strain of 26,000 pounds, the bar being suspended in a vertical position, left free all around. A stout mill hand, armed with a billet of one and a half inch in diameter and two feet long, then struck the sample horizontally a number of blows, hitting the reduced section as hard as he could. The blows were counted and continued until rupture took place. Care was taken to maintain a tension of twenty-six thousand pounds during this test, by screwing up the lever, while the sample kept stretching. Other means for producing vibration were attempted, but none proved so effective as the hitting with an iron bolt. I would remark here, that most of these irons would support from seventy to eighty thousand pounds per square inch; and that good samples of three-quarters of an inch square, would support a strain of twenty-six thousand pounds for a whole week, with no visible stretching, provided all vibration and jarring was avoided. But the least jar would produce a permanent elongation.

Without going into the details of these interesting and instructive experiments, I will only state that the number of blows which the different samples resisted, when encased in ice, ranged from three to one hundred and twenty. Inferior qualities of a crystaline texture would break at the third or fourth blow. Good samples of refined puddled bar resisted very well, and went up to sixty blows, while the better qualities of hammered charcoal irons, supported up to one hundred and twenty blows, stretching and drawing all the time. Indeed, it seemed a wire-drawing process on a rough scale. On the tension being reduced to twenty thousand pounds, some good samples resisted the almost incredible number of three hundred blows, before breaking.

Such qualities of iron may be depended upon for the construction of wire-cables and car-axles. They will be safe at the North Pole, while inferior qualities may answer very well in warmer latitudes.

* * * * * * *

All irons form alloys of pure iron, mixed with

carbon and other impurities. A certain amount of impurities in the shape of good cinder appears to be necessary to impart strength and cohesion to this metal, and also to make it malleable, and to give it welding properties. The purer the iron is, the higher the heat at which it will weld. Compare for instance good Swedish iron with common puddled bar. While the latter will weld at a low heat, the former requires a much higher heat. Compare their fracture and color. The good Swedish bar will exhibit either a fine granular appearance or fibre, accompanied by a silvery lustre, showing comparative purity; the puddled bar will be of a dark color, with a graphit lustre, and will show a coarse texture or loose fibre.

During the process of puddling, as well as of blooming, the melted pig-iron is mixed with cinder, and this mixture, which will adhere by cohesion, prevents the formation of large crystals, which is the tendency of pure iron in a molten state. Now by working (bringing to *nature*, as the puddler calls it,) this mixing and crystalization is promoted. The subsequent squeezing and rolling of the puddled ball, or the hammering and shingling of the bloom, will have the effect of condensing, laminating, reducing and drawing out these crystals, at the same time removing and squeezing out the superabundant cinder from between the metallic crystals. Thus the drawn out fibre is composed of an aggregate of pure iron threads and leaves, enveloped in cinder.

Pure iron as well as very impure iron is weak; the maximum strength and toughness is obtained by a certain mixture of pure iron with carbon and cinder, thorough worked and incorporated. When the fibrous and laminar aggregation becomes so dense as to be fit for the manufacture of steel, then are by this very process sufficient impurities expelled, and the greatest degree of cohesion is obtained. Hence strong steel can only be made of strong iron, no matter what chemicals may be administered during the process.

Keeping the above process before our mind, we may now understand why even the best fibrous wrought iron, when exposed to long continued vibration under tension, or to tortion, bending or twisting, must inevitably become brittle, b*ecause the iron threads and laminæ become loosened in their cinder envelopes.* But the cohesion between the iron and its cinder once destroyed, and its strength is gone. Now whether cohesion is the result of magnetic attraction (according to Fraday,) or otherwise, this process appears to be purely mechanical. But let the explanation, which is here offered, be correct or not, the fact remains that fibrous iron and all kinds of iron and steel, will be rendered brittle by vibration and tension, or by bending and twisting, *without* undergoing any mysterious change in its molecular arrangement.

It is only within the last hundred years that wrought-iron has become a *necessity* on public and private works. Large structures, entirely composed of iron, are of a still more recent date. Long experience on a large scale is therefore wanting. But as far as it goes, the opinion is fully sustained that good iron, not overtaxed by tension and vibration, and otherwise preserved, will prove of the most durable building materials at our disposal.

The Menai Chain Suspension Bridge has now stood about thirty-six years, and is still considered a safe work, although it has, for the want of stiffness, on several occasions, suffered severely from gales. The old Wire Suspension Bridge, at Friburg, in Switzerland, has been in use about twenty-seven years, but it does not possess enough of strength and stiffness to guarantee its safety much longer in its present state.

It should be remembered that there are many suspension bridges in this country, as well as in Europe, built without any regard to stiffness, and are therefore constantly subjected to vibration, which must greatly limit their durability.

The cables of the Niagara Bridge, on the other hand, are free from vibration, consequently will last as long as the nature of good wrought-iron will permit, when subjected to a moderate tension, not exceeding one-fifth of its ultimate strength. This durability I am unwilling to estimate at less than several hundred years.

Morris (N. J.) Canal.

This canal extends from the Delaware river at Easton to the Hudson river at Jersey City, opposite New York, 102 miles. The Lehigh coal trade enters the canal at Port Delaware, in the borough of Philipsburg, partly by canal and partly by railroad. That by canal is locked from the Lehigh canal into the Delaware river, and crosses the river by a rope ferry, and leaves the river by an inclined plane, 35 feet high.

The track of the Belvidere Delaware Railroad passes over this plane on a bridge, and the track of the Lehigh Valley Railroad passes over that bridge on another bridge, making three rail tracks precisely at the same point, one above another, having the appearance of three stories. It frequently happens that a canal boat on the plane, and a coal train on each of the roads, are all in motion at the same instant, and at the same vertical point, and diverging from that point, each to pursue its own appropriate line of communication to the seaboard, or the city of New York. At the head of the inclined plane is a large shipping basin connected with the Lehigh Valley Railroad, by a branch railroad, provided with coal shutes for shipping coal directly from the Lehigh Valley Railroad into boats at this point.

Two miles from Port Delaware are the three furnaces of the Trenton Iron Company, known as Peter Cooper's furnaces, which consume about 30,000 tons of coal per annum, and give employment to 500 men. At this point the canal leaves the Delaware river and ascends the valley of a mill stream called the Lopatcong, passing a village called Green's Mills, also several locks and planes, to Port Warren, a small village at the foot of plane nine, west. This is a double track plane, 100 feet high and 1,600 feet long, and passes a boat in each direction at the same time, and occupies less than five minutes in making the passage. All the planes are operated by water power, and at this plane the water is used under a vertical head of 55 feet. This plane brings the canal upon the table land between the valley of the Lopatcong and of another mill stream called the Pohatcong. Crossing this table land and continuing up the valley of the Pohatcong, the canal passes the villages of Stewartsville, New Village and Broadway, and reaching the foot of plane seven, west, it mounts in one lift 73 feet, to the high table land between the Pohatcong, and the valley of the Musconetcong river. Near the head of this plane is the beautiful village of Washington, and in this village the railroad of the Delaware, Lackawanna and Western Railroad Company crosses the canal at an elevation just right to allow an easy shipment of coal into boats. This company has erected at this point extensive coal shutes and other fixtures for shipping coal and other freight from the railroad to the canal and from the canal to the railroad. This is near the village of Oxford and the old furnaces known as the Oxford furnaces.

The coal brought to the canal at this point is from the Wyoming Valley, and is known as Scranton coal. The amount is about one-third of all the coal carried on the canal. From Washington the canal passes up the valley of the Musconetcong through the villages of Port Colden and Port Murray to the city of Hacketstown, and thence still along the same valley until it comes upon the level of the waters of the river, and forms a slack water navigation; thence leaving the valley of the river at the village of Waterloo, it mounts by a rapid succession of planes to the village of Stanhope, and thence through an artificial lake of 500 acres, used as a reservoir to feed the canal, and by aid of another plane, it reaches the summit level on the top of Schooley's mountain, having ascended 760 feet above the Delaware river at Easton, and being 914 feet above tide-water at Newark. At this point comes in the main feeder, from Lake Hopatcong. This is a natural lake of great depth, covering about 2,800 acres, and must be drawn down 12 feet to bring the surface up the lake on the same level as the surface of the water in the summit level of the canal. This reservoir feeds the canal westward to the Delaware river, and eastward 27 miles to the point where the feed is taken from another natural lake, called Greenwood Lake, which covers 2,500 acres, and can be drawn down about 12 feet. These lakes insure a full and even supply of water at all times, without the risk of any inconvenience to the navigation from drouths, however severe or protracted they may be.

There is a navigable feeder to the outlet of Lake Hopatcong, and a lift lock into the Lake, and a steam-tug on the Lake constantly towing the boats to and from the ore landings. From 30,000 to 40,000 tons of zinc ore, iron ore and Franklinite are shipped annually from this Lake. From the summit level the canal descends, by a succession of levels, as rapidly on the east side of the mountain as it ascended on the west side, till it reaches the village of Dover, a manufacturing town on the Rockaway river; thence, following the valley of this river four miles to another manufacturing town, called Rockaway, there descending another plane; and thence along the same valley four miles further, to another like town, called Powenville; and one mile further to the great nail works at the Boonton Falls, on the Rockaway river, known as Fuller, Lord & Co.'s Iron Works. These Iron Works embrace a blast furnace, rolling mills, and nail machines to make twelve hundred kegs of nails per day, and give employment to six hundred operatives. All the works are driven by water power, the water being taken from the river at the head of the falls, and discharged into the canal at the foot of plane 7, east. At this point the canal leaves the valley of the Rockaway river, passing down two more planes to the intermediate table lands between the valleys of the Rockaway and Pompton rivers, and crossing the Pompton river by an aqueduct, reaches the Passaic river at Little Falls on that river. The canal crosses this river below the Falls by a stone aqueduct, 60 feet span, and 60 feet above the water. Here are the extensive freestone quarries of New Jersey, so much noted for the fine texture of the stone. Trinity Church, New York city, is built with stone from these quarries. The Passaic river falls 50 feet at this point, giving a large water power, now partially used for manufacturing purposes. The canal continues down the river on the same level, through the city of Paterson, a purely manufacturing city, of 20,000 inhabitants—situated at the Great Falls (90 feet) on the Passaic river. All the water power is now used, and, in addition, steam power has been extensively introduced.

At the lower end of the 17 mile level on the canal is the village of Bloomfield, which is another extensive manufacturing town. Five miles from Bloomfield is the city of Newark, the largest city in the State. The canal runs nearly through the centre of the city, a distance of three miles, affording facilities for distributing coal at convenient points along the whole distance. Leaving Newark, the canal crosses the Passaic river, the horses crossing on a bridge and towing the boats across the river. The boats cross the Hackensack river in the same way.

On the east side of the Hackensack river, the company has erected a steam engine of 100 horse power, to drive a large wheel, by means of which one hundred thousand gallons of water is raised per minute from the Hackensack river into the canal, to insure a full supply of water at all times.

At Jersey City the company has erected extensive wharves, piers and basins, for the convenience of the trade of the canal, and particularly for the re-shipment of coal and iron.

From Washington to Powerville, a distance of over 40 miles, the canal passes through a region of country all the way interspersed with magnetic iron ore and limestone, presenting some of the best locations for blast furnaces now unoccupied in the country.

There are twenty-three inclined planes, eleven west of the summit and twelve east of the summit. The greatest elevation of any one is 100 feet, and the least is 85 feet, and the average sixty-three feet each. Experience has demonstrated that these are better than locks, because by them the

company annihilate lockage or elevation, making the practical effect the same as if the canal were level, because a mile of canal with a plane in it, is passed as quickly as a mile of level canal. There are twenty six lift locks on the whole line from Easton to Jersey City. The elevation between Lakes Erie and Ontario could be overcome by one plane, instead of the tortuous route and tedious lockage of the Welland Canal. We mention the fact simply to help forward a great national work, which must be done if the States are to retain the trade of the West. We are assured by most competent engineers, that a plain can be made that will pass any craft that will pass the Sault Ste. Marie Canal, or any craft that is engaged in the carrying trade on the Lakes, in half an hour, from the level of one Lake to the level of the other Lake, carrying the vessel all the way in water, and that this can be done for less than half the money that would be required to make locks for the same craft.—*Phila. Ledger.*

South-western (Ga.) Railroad.

The annual meeting of the stockholders of this company was held on the 9th ult., at which the report of the Directors was presented, showing the result of the operations of the road for fiscal year ending July 31, 1860. The net earnings during that time, after paying all ordinary and extraordinary expenses, amounted to.....$385,012 29
To which add premium and discount. 3,841 53

$388,853 82

Disbursed as follows:

Feb'y dividend, 4 per ct...	$93,424 00	
Interest on bonds.....	27,632 50	
Annuity to city of Macon.	1,250 00	
		122,306 50
		$266,547 32
Aug. divid'd, 4 per cent..	$116,876 00	
And an extra dividend of 5 per cent.	146,095 00	262,971 00
Leaving a surplus of.....		$3,576 82

The debt of the company is as follows:

1st. 7 per ct. bonds, endorsed by the Central Railroad and Banking Company, not convertible into stock, falling due in 1861		$47,000 00
Do., falling due in 1862....		55,000 00
		$102,000 00
2d. 7 per ct. bonds issued for the Americus extens'n, falling due in 1863....	$11,000	
Do., falling due in 1864.....	18,000	
Do. do. 1865.....	14,500	
		43,500 00
3d. 7 per cent. bonds issued for extens'n beyond Smithville, falling due in 1867.....	$1,000	
Do. falling due in 1877.....		
Do. do. 1878.....	250,000	
Do. do. 1879.....		
Do. do. 1880.....		
		251,000 00
Total funded debt.....		$396,500 00

The bonds of 2d class are convertible into stock, whenever demanded by the holders. Of the third class, there are convertible into stock, whenever demanded, $58,000; after June, 1861, $53,000; and after June, 1865, $140,000.

The current debt of the company, payable in cash, is small, being—

For balances due other companies.....		$6,080 70
Do.	of estimates not called for.	1,249 80
Do.	Dividends unclaimed.	4,588 00
Do.	Invoices of articles purch'd	5,500 00
Do.	due contractors	2,494 22
		$19,912 72

The funds of the company have been constantly loaned at 7 per cent. interest, secured by stocks. The balance called for by the Treasurer's statement is $308,469.14. It consists of money on hand and in Bank, $87,186.16, and bills receivable, $221,282.98. The whole of the bills receivable, except $6,994.55 will be paid, with interest due and to grow due thereon ($2,809.17) on the 15th of August, (the time at which the dividends declared are payable). The above $6,994.55 will be paid on the 1st December next. The interest made on loans amount to $72,350.10. On the 15th August, the amount will be $75,059.27. The money has been paid on the railroad, except $45,498,14, the balance in hand after paying the August dividends.

Four hundred tons of rails to continue relaying, have arrived. The cost of the same—about $20,000—will be payable in the course of the month. The balance of cash and bills receivable, after paying the dividends, $45,498.14, is ample to pay the current debt and the cost of the rails.

There being no longer any object in keeping the extension accounts separate in the books, the sum of $1,513,418.85—the cost of road, so far, beyond Smithville—has been added to the pre-existing account of cost of road and equipment, and hereafter the extension stock as well as the original stock will appear in one account.

The whole cost of the road and equipment to 31st July has been $3,770,425.34. This amount will be increased by the sum of $5,860.89, being for estimates not yet called for by contractors and by the further expenditures hereinafter shown.

When the last annual report was presented, the stock of the company was still selling under par. The Board did not suppose that the holders of bonds would, to any great extent, convert them into stock. The business of the company immediately after August, 1859, was very prosperous, and the stock went up rapidly in the market. The consequence of this was, that the holders of bonds converted them into stock rapidly. The amount of capital allowed by law is $3,500,000, and *now*, without the allowance by the Legislature of a further increase of capital, there cannot be a stock dividend. This will be made apparent.

The stock issued is....		$2,921,900 00
Stock due to contractors for work done....	85,961 91	
Yet to be issued to contractors.....	15,917 36	
There are bonds which can be converted into stock at the periods before stated	294,500 00	
		$3,318,279 27

That the road, with its equipment, is fully worth $4,000,000, and would pay dividends of *eight* per cent. per annum on that sum, with certainty, no one can reasonably doubt.

If the stockholders, at their next annual meeting, shall order the capital raised to four millions of dollars, and the Legislature shall allow the increase, a stock dividend, sufficient to cover what has been taken from profits of the road, can be made, with reliance upon dividends at the rate of eight per cent. per annum. The Board will apply to the Legislature for an increase of capital, and they do not apprehend that their request will be refused. But upon mature consideration of the subject, and after having consulted, informally, some of the large stockholders, they are, unanimously, of opinion that it will be best not to increase the capital by a stock dividend, even if we shall obtain the right to increase. They believe that regular semi-annual dividends of five per cent. can be made on a capital of $3,500,000, and think that the stock, on that basis, would be preferable to an eight per cent. stock on an increased capital. Considering the receipt by the stockholders of the extra 5 per cent. dividend, the Board is fully convinced that the true policy is now to keep the capital at $3,500,000—looking to dividends of ten per cent. But the Board will obey the instructions of the stockholders in this respect, if it shall be their pleasure to instruct.

Upon the conversion of the bonds of the company into stock and the issuing of stock to contractors, the capital stock will be $3,318,279.27. There are bonds not convertible into stock to the amount of $102,000—which must be paid in cash in 1861, 1862, but the Board desires to anticipate the payment of them. The Board has agreed to issue to the Central Railroad and Banking Company, one hundred thousand dollars of stock at par, and it is intended to apply the money to the payment of these bonds. The Central Company, besides endorsing this company's bonds to the amount of $210,000 without any commission or charge whatever, when we were about to extend our road beyond Smithville to the Chattahoochee, at the request of this company, passed a resolution to take one hundred thousand dollars of the stock of this company at par, whenever called on by this company to do so. At that time the stock of this company was under par. Without this assurance and support from the Central Company, the Board would not have undertaken to extend the road—thus supported and encouraged they did not hesitate to go on. This Board was glad of the opportunity, therefore, to show to the Central Company how highly the liberality of that company was esteemed, by granting them one hundred thousand dollars of stock at par, after the dividends of this day.

The Board indulged the hope of reporting at this time, the completion of the road and the settlement of the accounts for the same. There has been a little delay—which is satisfactorily explained by the Chief Engineer, who gives the assurance that the road will be opened to the river Chattahoochee, both at Fort Gaines and Eufaula, within thirty days.

There will be yet required, funds for the road, as shown by the Chief Engineer's report, to build the bridge at Eufaula and to finish entirely the road and depots, $233,294 14. This amount will be payable in Stock, Bonds and Cash, in the following proportions:

Stock..... ....$14,119 62		
Bonds	84,280 80	
Cash ....134,893 72—		$233,294 14

It has been shown above, that upon the conversion of the Bonds of the Company into stock, and upon the issuing of stock to contractors, the capital stock will be $3,318,279 27. Add to this, $100,000 to be issued to the Central Company, and the amount will be $3,418,279 27. There will be left a margin of stock yet to be disposed of, of $81,720 73. This stock can be sold at a premium, and the proceeds applied to the road, thus reducing the above amount of $233,294 14.$151,573 87
The bonds to be issued as above..... 84,280 80

Will reduce the amount to.....$67,292 57

Which can be raised at any moment, by a sale of bonds.

Then, at this period, the stock will be full..... ....$3,500,000 00	
And the bonds will be....	151,573 87
Making cap'l and b'd debt together.	$3,651,573 87

Upon this plan, the Bonds hereafter to be issued, *cannot be made convertible*, or the period of conversion must be postponed. The outstanding bonds which *can be converted* into stock *may not* be converted—nevertheless, the result will be as stated, that, at the close, if the estimates of the Chief Engineer, be sustained, the combined capital stock and debt will not exceed $3,651,573 87. In the judgment of the Board, the interest and dividend of *ten* per cent. per annum can be paid on that sum.

The account of profit and loss after the addition thereto of the surplus of $3,576 82, before shown, will be $358,555 85. The last mentioned sum shows the amount of earnings which, from time to time, (after paying dividends of 8 per cent. per annum) have been expended on the road and its equipments. There should be added thereto, the sum of $24,072 05—which heretofore has been carried to the credit of cost of road from forfeited stock, making $380,627 90. The opinion has been expressed, that the road would certainly pay

eight per cent. per annum, on a capital of $4,000,000, and that, upon an increase of capital being allowed by the Legislature, a stock dividend to the amount of near $400,000, could safely be made. If that plan were pursued, the item of "profit and loss" would be wiped out by the stock dividend.—Upon the plan recommended by the Board, the account of profit and loss must be closed by carrying the same to the credit of cost of road—reducing the cost so much. Then the Stockholders will be reimbursed for earnings which have gone into the road—by the holding of a ten per cent., instead of an 8 per cent. stock.

Chicago and Northwestern Railroad.

The first annual Report of this Company embraces a period of ten months to April 1, 1860. During five months of this time the business was conducted upon two disconnected portions of the road, trains not running over the completed road until Oct. 17 last, while during the other five months, from Nov. 1 to April 1, 1860, the road had nothing like a fair business, nor was it prepared to do it until the close of the Winter and the opening of the Spring. About the 1st of July the contractors commenced work on the road, and on the 6th of October following, the Company ran a train over the entire road, from Chicago to the City of Oshkosh, about 194 miles, having meanwhile built three large, substantial bridges over the Rock River, and completed 63 miles of road, including some six miles of side-track, and erected the necessary depot buildings and water stations on the new line of road.

Except for the delay in the arrival of iron, they would have been able to run over the entire road some fifteen days earlier than they did.

The moneys subscribed by bondholders for the completion of the road, to wit, ten per cent. upon all their bonds, and three-quarters of one per cent. for expenses of sale and re-organization, (including a debt due trustees, and incurred while operations on the road before sale,) have all been collected, with the exception of about $9,000. The sinking fund bonds to be issued, for which, however, the Company retain in hand until such payment is made.

The entire cost of the construction of the fifty-seven miles of new road, and of the additional six miles of side track up to April 1, 1860, the close of the fiscal year, including rights of way and depot buildings, as per the Secretary's annual statement, amounts to $532,304 67.

The earnings of the road from June 2, 1859, to April 1, 1860, about ten months, were	$384,659 15
The operating expenses in the same time were (or about 58 per cent. of the earnings)	222,586 78
Net earnings	$162,072 37

There was also expended for taxes, $11,093 44; for legal expenses, and profit and loss (loss of money by fire), $3,730; and on account of accident to excursion train 1st Nov., 1859, in rebuilding cars and expenses incidental, $7,428 29—making a total of $22,251 73.

Its earnings for March last were	$48,000 00
For April	51,000 00
And for May	62,000 00
For three months	$161,000 00

These earnings were made in a country suffering greatly from the late general depression, and especially from a total loss of its corn-crops last year, and a loss of a great part of its wheat and other crops. Such a degree of failure and destitution of all crops in this generally productive, rich, and beautiful country, never occurred as last year. On the other hand, such full promise of abundant and extensive crops, of every kind, this same region of country never presented, as at the present moment.

The present season has been an earlier and a finer one for the farmer on the line of this road, and in its entire vicinity, than any ever enjoyed by them.

They have had more than a month's extra time in which to prepare and sow their Spring crops, and have improved the opportunity well, and the breadth sown is estimated at nearly double that of any preceding crop.

If the present crop ripens well and is well harvested, of which there is now such good promise, then, with a fair and sufficient equipment, this road, it is estimated, will earn, from and after the 1st of August next, an average of $70,000 per month, equal to $840,000 per annum, or about $4,300 per mile per annum; and it would not surprise us, with a full crop and fair prices, if it exceeded this moderate estimate 10 or 20 per cent, and during the months of heavy business this Fall, the expenses will not probably exceed 40 per cent.

The funded debt of the road is as follows:

Sinking Fund 1st mtge. 7 per cent.	$1,250,000
General 1st mtge. 7 per cent	3,600,000
Second mtge. 6 per cent.	2,000
Depot mtge. 8 per cent.	245,000
Total	$7,095,000

The other liabilities of the Company, at the date of the report were $174,000, due to R. H. Winslow, which has been partly paid since, and which is offset by $150,000 of the Sinking Fund bonds pledged as collateral. The amount required to pay interest on the entire mortgage debt is $479,100, and according to the estimate of business in the report from August 1, the road will fully net that amount, and probably a handsome surplus. The coupons of the general 1st mortgage are funded to Feb. 1 next, and those of the 2d mortgage to May 1 next. The sinking fund coupons have been regularly paid in February and August since the bonds were issued.

Chartiers Valley Railroad.

A meeting of the friends of this road was held in Washington, Pa., on the 24th ult. The President, Hon. J. K. Morehead, submitted a statement of the condition of the road, and the plan by which he expects to hasten its completion. The Washington *Reporter* says:

All that is required to complete the road is $100,000, of which the President agrees to raise $70,000 in Alleghany, provided the remaining $30,000 of stock be taken by Washington county. The money will not be required to be paid unless the whole amount is raised. The subscription proposed will be *preferred* stock, bearing an interest of 8 *per cent.* and therefore no one can lose by any sum he may subscribe. The President will subscribe $10,000. Such is his confidence in its being a paying road to the preferred stockholders.

The Pennsylvania Transportation Company is willing to pay an annual rent of 40 per cent. per annum, (which will be equal to $72,000 annually,) for twenty years, and put the road in first class order, equal to any road in the country. There will be two daily passenger trains from Pittsburg to Wheeling, and an accommodation train to each of these places, and two daily freight trains. The Hempfield Road will be leased by the same company.

Wealth and Taxation in Great Britian.

Recent official tables show three general results: First, that the burden of taxation in England is unfairly borne by the working classes. Secondly, that the taxation of or duty upon the necessaries of life forms too large a portion of the public revenue. Thirdly, that the burden of taxation per capita, has gradually fallen from seventy-four shillings to forty-five shillings per annum.

First, as to Custom duties. The working classes, it is ascertained, pay over seven millions sterling on three articles, Tea, Sugar, and Tobacco, while the upper classes pay on the same articles a fraction over two millions.

Thus, on Tobacco, the gross duty levied was £5,500,000, an article which enters largely into consumption among the poorer classes, who contribute forty per cent. of the aggregate duty.

The proportion of tax upon each person, at different periods, would seem to have been as follows:

Year.	Population.	Taxes.	Tax per head. Shillings.
1810	17,000,000	£57,000,000	67.1
1820	20,000,000	74,000,000	74
1830	22,500,000	58,000,000	51.6
1840	25,500,000	51,000,000	40 9
1850	25,000,000	55,000,000	40.8
1859	29,000,000	66,000,000	42

The increased wealth of Great Britian in the same time furnishes a more equitable basis of taxation. For instance, one per cent. upon the property of the country would produce sixty millions sterling, which is about the ordinary annual expenditure.

The additions to the aggregate wealth of the country are indicated by the following summary:

Year.	Population.	Estimated Wealth.	Wealth per head.
1801	£16,000,000	£1,800,000,000	£112
1811	18,000,000	2,100,000,000	116
1841	27,000,000	4,000,000,000	150
1859	29,000,000	6,000,000,000	206

By removing or reducing the tax or duty on tobacco, this article would be more freely used among the people, and the tax upon property, real and personal, might with equity be enlarged.

Sleeping Car on the New York and Erie R. R.

The following description of a newly invented Sleeping Car, which the New York and Erie Railroad Company have recently placed on their road, is from the N. Y. *Tribune:*

The entire length of the car, including the platform, is 65 feet, and it is 11 feet wide, and 8 feet high. It has seats for sixty passengers, which can be readily changed into double or single berths to accommodate fifty-two sleepers. The wood work of the seats is St. Domingo mahogany; the back and cushions of the seats are covered with royal purple plush, and the berths are inclosed with satin damask curtains falling to the floor. The aisle between the seats is covered with Brussels carpet, and the lamps, upholstery, &c., are in keeping with the general fitting up of the car. At each end of the car are wash-rooms, supplied with marble basins, and every necessary convenience for the toilet.

Near these rooms heaters are placed, which, by a patented arrangement, throw the heat equally over the car and through a window into the wash-rooms, keeping the water from freezing in the coldest weather. The ventilating apparatus is of the most perfect character. A body of water under the car is forced up on either side into a recess, where it breaks like the spray of a fountain, falling back into the reservoir. The air entering the car passes through this water, being cooled and purified from all dust, and finds its entrance through ventilators along the aisles between the seats. This creates a current from the centre outward, which prevents the entrance of dust, cinders, or smoke, through the open winders, and

drives out all impurities of the vitiated atmosphere. The planning and building of this car was under the direct supervision of Mr. H. J. SWEETSER, Division-Superintendent. The cost of the car was $8,000.

New York and Erie Railroad.

As we near the first of September much interest is felt as to the measures which may be adopted to restore the credit of the Erie Railroad Company. It was understood when the decree of foreclosure under the fifth mortgage appeared, some time since, that the management had effected arrangements for paying off the second mortgage bondholders. On the first of September the interest on these bonds falls due, and it is expected that that time will be selected as the most convenient opportunity for reimbursing the principal, at least such an intention is implied in the large purchases of the bonds at 102a102½ by parties who are supposed to be well informed.

The silence of the company on the subject very naturally excites remark in some quarters; but enough is known to encourage the expectation of a speedy removal of this, as well as of all obstacles standing in the way of an unconditional release of the concern from the court, and a harmonious transfer of the road, on the 20th of November next, to the new Erie Company, agreeably with the acts of the New York, New Jersey and Pennsylvania Legislatures.

The future of the Erie Railroad, with this successfully accomplished, seems brighter than ever before, and its new start under the cheering auspices seen on all sides will mark a new era in the railroad history of the country, not less important in its bearings than that which followed the downfall of the concern in 1856 and '7. The company will enter upon 1861 with a clean balance sheet, for by that time all floating obligations will be paid; this, we understand, being the first consideration after the adjustment of the second mortgage.

At some time within the next sixty or ninety days interest payment will probably be resumed on the back coupons of the mortgage issues in default since the receiver took possession of the road, on the 9th of August, 1859. The interest account on all the mortgage issues will stand the 1st proximo as follows:

1st mortgage	..	2⅓	per c't.	accrued	Sep. 1st,	1860
2d "	..	3½	"	"	"	"
3d "	.	10½	"	"	"	"
4th "	.	99.10	"	"	"	"
5th "	..	8¾	"	"	"	"

The total amount of mortgage bonds, as per Receiver's books, 15th August, 1859, was:

			Int. payable.
1st mtg.	$3,000,000,	due 1867.	1st May & 1st Nov.
2d "	4,000,000,	due 1859.	1st Mar. & 1st Sept.
3d "	6,000,000,	due 1883.	1st Mar. & 1st Sept.
4th "	3,705,000,	due 1880.	1st April & 1st Oct.
5th "	1,253,500,	due 1888.	1st June & 1st Dec.

$17,958,500 total.

The unsecured bonds, in accordance with the terms of the re-organization plan, are to be converted into preferred stock, thus leaving the bonded debt of the new company, upon which interest accrues, about $18,000,000 as above, a reduction of nearly $7,000,000. On this basis the account of the company the next fiscal year, commencing with October 1st, 1860, with gross earnings of $6,000,000, which is the estimate of those most familiar with the prospects of the line, would stand as follows:

Receipts from October 1st, 1860, to October 1st, 1861		$6,000,000
Operating expenses, 55 per cent.		3,300,000
Net earnings		$2,700,000
Int. 7 per c't. on $18,000,000.	$1,260,000	
Preferred stock, 7 per cent. on $11,000,000	770,000	2,030,000
Leaving to common stock		$670,000

The expenses are estimated at 55 per cent. which is above the rate of 1856, when the receipts reached $6,350,000. With this large volume of business the coming year the advantages of the Long Dock Improvement over the unwieldy transportation arrangements with the Piermont terminus, will be sensibly felt, so that 55 per cent, expenses is more likely to be above than below the correct amount. The Long Dock Improvement it is expected will be in successful operation by the middle of November.—*Evening Post.*

Mississippi and Missouri Railroad.

The Mississippi and Missouri Railroad is making steady and sure progress westward. The track is laid several miles west of Iowa City, and the contractor gives assurance that it will be opened to Marengo, thirty miles west of Iowa City, by the middle of September. This town is surrounded by a rich and populous portion of the State, and the opening of the road to that point will add largely to its business. The rolling stock of the line we learn is already taxed to its uttermost capacity, and the strife for cars at the different stations, to market the accumulating proceeds of the abundant harvest, has become active and interesting. Time and energy will furnish a satisfactory solution to these slight troubles. The next section of the road, thirty miles between Marengo and Grinnell, is mostly graded, and a large amount of ties are already delivered. It will be completed early in the Winter or Spring of 1861. Grinnell is 115 miles west of the Mississippi, leaving, when the road reaches that point, only about 200 miles more to complete it to the Missouri. The importance of the line to our city, and to the country through which it passes ought to secure its completion early in 1862. It could be done if the money could be provided, within the next six months.

The amount of business that the road will command will astonish its most sanguine friends. Besides the trade, it would attract from Kansas, Nebraska, and the Upper Missouri, there are 30,000 people at Pike's Peak, who would contribute very largely to its traffic. The entire country west of the Mississippi is settling very rapidly, and the direct connection with Chicago and the seaboard which this road would afford, would both accelarate the development of that vast fertile region, and secure for our city, the Rock Island Railroad, and the roads connecting with it from the East, a largely increasing and lucrative business. On every account, therefore, it is very important that this line, connecting as it will with the Great Central Pacific Railroad, should be completed at the earliest day possible.—*Chicago Press.*

Illinois River Railroad.

This road is now completed from Pekin, on the Illinois River, to Virginia, Cass County, a distance of fifty-eight miles. A train of platform cars runs daily over the entire line of road, and is doing considerable business in the way of carrying freight. It is expected that by the first of next week a passenger train will be placed upon the road. We are informed that negotiations are on foot which it is hoped will result in the completion of the bridge over the Illinois River at Pekin and the building of the track from that point to Peoria, within the next sixty or ninety days. For the present, a steam packet plies between Peoria and Pekin, running in connection with the trains on the Bureau Valley Road. The Illinois River Road is to be operated by the Chicago and Rock Island Company, and when completed, trains will run through from Chicago to its southern terminus. It will prove a valuable feeder to that road, and contribute not a little to the rapidly growing commerce of our city.

The public are mainly indebted to the untiring energy and business tact of Hon. R. S. Thomas, of Cass County, President of the road, for the opening of this important thoroughfare. The road has been built during a period of unparalleled financial pressure, and in the face of obstacles and discouragements that would have induced almost any other man to abandon the work in despair. On more than one occasion he saved the road by a pledge of his individual credit. The result is no less creditable to his energy and public spirit than to his clear-headed business tact and sagacity.—*Chicago Tribune, Aug.* 13.

General Railroad Intelligence.

We learn that the present Governor of Massachusetts, Hon. NATHANIEL P. BANKS, has been tendered the appointment of Vice-President and resident Manager, in Illinois, of the Illinois Central Railway, made vacant by the recent resignation of Capt. GEORGE MCLELLAND. And the probability is that Gov. BANKS will remove to Chicago at the close of his present term of office in Massachusetts, and accept the new appointment.

Mr. MCLELLAND will immediately take the position of President of the Eastern Division, and Superintendent of the whole line of the Ohio and Mississippi Railroad. Mr. McL. has been connected with the Illinois Central Railway for some time as Vice-President, and is a practical railroad man.

Dr. Jeptha Fowlkes, Gen. C. B. Stuart, Major E. A. Blanch, and Messrs. DeGraffe and Smith, the managers in the prosecution of the work on the Southern Pacific Railroad, have arrived at Marshall, and have perfected arrangements for a vigorous prosecution of the work. Under their contract, Messrs. DeGraffe and Smith are to have fifty miles of the road completed in fifteen months. In order to accomplish this, the road will be divided into sections and sub-let to planters.

W. A. DUDLEY, Esq., the Commissioner who sold the Covington and Lexington Railroad, gives notice that the holders of unpaid coupons due before September, 1858, must present them to him for payment before the 1st day of February next, or no payment will be made on them. The second instalment of the purchase money of the road will be due October 5, when the Commissioner will be ready to pay the coupons of the second mortgage bonds due March, 1859, and the coupons of the preferred thirds, due December, 1858, as well as a second instalment on the preferred incomes.

It is stated that the Board of Directors of the Bellefointaine line have declined to accept the resignation of Mr. JOHN BROUGH, as President. This, of course, settles the question of his accepting the Presidency of the Marietta and Cincinnati Company, which had been tendered him by the Trustees.

The Chicago *Press* states that arrangements have been made for the completion of the Sterling and Rock Island Railroad within the next six or eight weeks. Five hundred tons of the iron are already at Chicago, and will be forwarded to their destination. The four thousand tons of iron necessary for the entire road are all purchased, and will be delivered as fast as it can be laid. The ties are nearly all delivered, and the grading and bridging are about finished. The managers mean to have it done in time to bring the crops along the line of the road.

The Oswego and Syracuse Railroad has declared a semi-annual dividend of three per cent. The Oswego *Times* says that "probably at no previous time has the Oswego and Syracuse Railroad been more prosperous than during this summer and up to the present time. Its freighting business has been heavy, and the travel more than proportionately large."

The proposed South Amboy and Woodbridge Railroad is now advancing, and the right of way through Perth Amboy has been obtained. When five thousand dollars additional stock is subscribed the New Jersey Railroad will commence building the road, and it will be completed in four months.

The September interest on the bonds of the Rome and Watertown road will be paid, on the 1st inst., at the People's Bank in this city, and also the principal of the bonds falling due at that time. This company have always met their bonds and interest at maturity. The early classes of their bonds are now maturing annually and promptly paid. Their long bonds, due in 1860, are also being gradually paid off by a fixed annual contribution to the Sinking Fund sufficient to pay the entire issue at maturity—the fund being regularly invested in the purchase of that class of bonds.

W. H. WARD, Esq., of Auburn, N. Y., has received instructions from the English Admiralty to carry out a final series of experiments at Woolwich dockyard with his improved system of ocean telegraph signals, preparatory to its adoption in the royal navy. Mr. Ward's system has already been recognized by the Emperor of the French and the United States Government.

Atlantic and Great Western Railroad.

This road, which is destined to become one of the great through lines of the continent, has been completed from its junction with the New York and Erie Railroad at Little Valley to Jamestown, and the occasion been celebrated with all becoming enthusiasm. From an account of the enterprise published in the Jamestown *Journal* of the 25th ult., we take the following details of its history and progress:

"This great enterprise, which has for a decade of years absorbed the interest of capitalists and commercial men, as well as the business public, both east and west, and which in its vastness of design unites the valley of the Mississippi (and ultimately the Pacific slope) to the great emporium of the Atlantic shore, has reached a stage of its completion that assures its speedy and indisputable success. Its line traverses the very gardens of the States, the central region through Pennsylvania, Ohio and Indiana, so well known to producers and buyers as the great market ground between the lakes and the gulf states, and it will, when completed, be the grand artery of commerce and travel through the country.

On the 6th day of April last the negotiations which had been for some time going on between the Erie and New York City Railroad, and the Atlantic and Great Western Railroad Company, were brought to a close satisfactory to all the parties in interest. The result was the adoption by the latter company of thirty-eight miles of the Erie and New York City Railroad line. The principal part of the work done upon this thirty-eight miles was in grading.

On the 26th of the same month the engineers of the new company placed their instruments upon the line for the first time, and about the first of May the contractors and engineer corps commenced operations at the junction with the New York and Erie Railroad, near Little Valley.

On the 3d day of July the iron was laid down to Randolph, sixteen miles from the New York and Erie Junction. The subsequent progress has been more speedy, as larger forces of men have been employed on the work.

The Atlantic and Great Western Railroad has run its first train of cars into Jamestown, opening thirty-three miles of this great thoroughfare of travel and transport. The vigor of the English engineer, the coolness and energy of his American associate, Mr. Hill, and the almost incessant urging of the work by the able contractors, Messrs. Doolittle and Streator, have achieved this result. Such a systemization of labor, such a skilful selection of architects and workmen, and such a husbanding of time, material and resources, have been seldom seen, even upon the largest public works.

The enterprise has been literally driven through—not, however, with any lack of the most thorough oversight and execution. Sixteen hundred men have been employed in all departments of the enterprise, and all kept sharply at work by the admirable organization of the forces by the contractors. As a specimen of the rapidity of the operations, we may mention that the track laying, when unobstructed, was carried on at the rate of one mile per day, and that on one day, two-and one-fifth miles were laid. The work has been prosecuted for the last two or three days in the midst of heavy storms of driving rain, and even at that 'the night has been joint laborer with the day.'

On board the train were Messrs. Kennard and Hill, chief engineers; Messrs. Minot and Marsh, officers of the New York and Erie Railroad, and Signor Deosdado, agent for Don Jose de Salamanca, and Signor Navarro, agent for the Duke de Rienzares, and other representatives of the Spanish interest in this country; John Goddard, Esq., of London; Robert Thallon, Esq., of New York.'

Ohio Railroad Reports.

The Senate Committee, of which the Hon. WM. O. COLLINS is chairman, introduced a resolution, which was passed on the 24th March last, requesting that each railroad company in Ohio, incorporated under any act of the State, should file a report in the office of the Secretary of State, on or before the 20th of October, 1860, setting forth the condition and operations of such company previous and up to the first day of September. The object of this resolution was to secure the greatest possible amount of information in regard to the corporate powers, organization and construction, capital stock, indebtedness, characteristics of the lines, track and structures, machinery and equipments, business and revenue, expenses, &c. The resolution is in no way compulsory, and is, therefore, entirely optional with the companies to give the information asked for or not; but in view of the fact that some future action in regard to the railroad laws of the State may be taken by the Legislature at its next session, it appears to us that it is desirable that they should have the most reliable information before them. There would then be less danger of doing injustice to any company through ignorance.

The Senate Committee has published a circular, which has been addressed to every railroad in the State, embodying a statement of what kind of information is desired, and we trust that each company will respond promptly. It would not only furnish a basis for legislative action, if any should be deemed necessary, but would result in a compilation of most valuable statistics in regard to the extent and progress of the net-work of railroads in Ohio. We hope, therefore, that the Committee will meet with the cordial co-operation of all practical railroad men.

Dubuque, Marion and Western Railroad.

We learn that a contract has been let to Mr. Crosby, of Marion, for the grading, bridging and tieing of this road, from Anamosa to Marion. The company have also ordered a suit to be commenced against the Cedar Rapids and Missouri River Railroad Company to set aside the land grant resumption act, passed by the last Legislative Assembly. This act purports to resume the grant into the hands of the State and regrant it to the Cedar Rapids Company on the ground of forfeiture, although by the terms of the grant no forfeiture could take place before the first day of December, 1865. The Dubuque, Marion and Western Company know their rights and are able to maintain them. Our readers will recollect that the more formidable claim of the Des Moines River Navigation Company to about 108,000 acres of the best of these lands, set up under half a dozen acts of the Legislature of the State, was held to be worthless by the Supreme Court of the United States in March last. The Cedar Rapids and Missouri River Railroad Company are inevitably doomed to share the same fate. Suit will be commenced against them in a few days.—*Dubuque Daily Times, August* 21.

Completion of Minot's Rock Light.

The new lighthouse on Minot's Rock has been completed, and last evening the lantern was lighted up for the first time, to test the power of the light. The lantern was covered so as prevent the light from being seen by inward bound vessels, but was open toward the shore. The light was a very powerful one, and could be seen from a great distance. By the side of it the lights on the light ship seem like farthing candles. We congratulate the mercantile community upon the completion of this important light before another season of storm and disaster. The work has been prosecuted to completion with much vigor by Capt. Alexander of the Engineer Corps, the Superintendent, to whom great credit is due for its early completion. —*Boston Journal*, 23d.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending August 11, were..... $52,784 17
Week ending August 13, 1859..... 38,874 41

Increase in 1860..... $13,909 76
Total traffic from July 1st, 1860 ..... $322,714 13
Same period last year 238,917 21

Increase..... $83,796 92

The Receiver's report of the Ohio and Mississippi Railroad, for July, is as follows:

RECEIPTS.

Balance on hand from June account...		$33,004 51
Freight earnings of June...	$1,651 76	
Passengers prior to July	10,434 86	
Freight do.	6 673 33	
Passenger earnings in July..	32.165 50	
Freight do. ..	18,749 70	
From other sources..... ..	10,399 47	
		80,075 12
Total.....		$113,099 68

DISBURSEMENTS.

Paid on account 1st mortgage bonds, due January 1, 1860....	$15 015 00	
Interest and discount.	575 12	
Office and other expenses.	693 23	
On acc't balance due other roads	102 61	
Charges advanced on acc't other roads	1,745 97	
On account of June arrearages	4,450 37	
Current operat'g expenses, and construction work for June.....	63,561 85	
		86,144 25
Balance carried to August acc't		$26,935 43

The earnings of the Cincinnati, Wilmington and Zanesville Railroad for July were $14,627 66, and the expenses $12,456 83. The total of receipts above repairs was $2,171 83. The amount due the Company, July 31st, was $9,819 95. The liabilities contracted by the present Receiver, and remaining unpaid amount to $12,486 04.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending August 27 1860.

	BONDS	Per cent
Covington and Lexington, 1st Mortgage	6s	72 —75
" " " 1st "	7s	82 —85
" " " 2d "	7s	72 —...
Cinc., Ham. and Dayton. 1st Mortgage.....	7s	96¼—100
City of Cincinnati, Railroad	6s	85 —96
STOCKS		
Cincinnati, Hamilton & Dayton.....		75½—76
Little Miami.....		86 —86¼
Columbus and Xenia		85 —86
Indianapolis & Cincinnati.....		45 —47
Ohio and Miss. R. R. Trustees Scrip.....		12½—16

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc , etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	.....
28 Feb. '59	30.3	—	....	58.1	2	—	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	....	69.4	7	2	84	*Ala. and Tennessee Rivers*	2,101,007	141,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	....	20	14	272		Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	.....	.....	.....	—	.....
-- -- --	—	—	—	28.1	—	—	—	Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	...	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	.....
								CONNECTICUT.													
31 Jan. '59	28.9	—	....	—	3	6	30	Danbury and Norwalk	332,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	....	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	132
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,375	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	....	—	...	...	...	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	....	—	...	...	...	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,552	loss.	5	.....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	316,833	3	.....
31 Mar. '58	59.0	7.0	....	—	...	...	...	Norwich and Worcester	2,245,400	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	.....	—	.....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	.....	—	.....
								FLORIDA.													
-- -- 59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '58	—	—	....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	.....	.....	.....	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,605	—	205,781	204,000	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	302,061	197,357	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	196,267	—	5,977,106	229.0	790,030	1,633,947	889,604	10	.....
31 Mar. '59	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	.....	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	110
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	609,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,336,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	532,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	90
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	...	...	...	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,056	139,322	—	.....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	82½
10 Nov. '58	33.2	—	....	—	...	...	...	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	70½
-- -- '57	175.0	—	....	—	...	...	...	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,395	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	87
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,563,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	...	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,297,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	—	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26.0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,007	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,929	58,744	60,886	99 ,080	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total all the assets and liabilities.	Earnings. Rate per mile.	Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*	—	145,787	511,500	.....	.....	22.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,296,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,056,375	857,566	—	2,494,900	3,472,000	9,542	6,976,472	149.0	420,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,282	*	—	135,000	.....	.....	175,516	12.5	25,43[illegible]	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,703,738	.....	.....	72.5	160,59[illegible]	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	.....	.....	.....	Penobscot	208,413	.....	.....	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,980	128,576	1,890,604	54.7	oper. by	Am.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,[illegible]	208,299	104,029	6	98½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,299	556,600	.....	.....	37.0	.....	55,405	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	271,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,851,823	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	81
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,659,000	*	—	1,650,000	.....	.....	1,824,806	30.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	732,584	220,965	2,260,099	5,305,800	655,507	8,681,567	154.5	606,482	810,604	364,649	—	92½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	6[illegible]	ope rat. by		Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	.....	1,830,000	440,000	5,[illegible]	2,[illegible]70,887	28.6	352,512	551,477	208,798	8	165½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,5[illegible]8,468	83.1	540,872	869,119	394,475	8	169
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,603,158	54.0	316,522	654,673	337,648	7	168
30 Nov. '59	44.6	24.0	59.2	—	39	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,585	5,751,512	85.7	511,040	1,067,071	311,525	7	107½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	.....	681,693	190,000	39,493	1,092,268	47.2	79,45[illegible]	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	.....	1,591,100	252,500	.....	1,928,244	75.4	177,164	271,592	138,223	4½	.....
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,856,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	81
								Essex	742,592	4,416	.....	299,107	280,261	197,428	776,796	ope rat. by		Eastern	11,668	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,889,729.	67.7	341,803	659,485	267,460	6	101½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	.....	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	.....	.....	.....	Hampshire and Hampden	577,582	.....	.....	298,951	303,614	57,065	653,630	ope r. by N.		H.&N.H.	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope r. by B.		and L'll	12,560	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,20[illegible]	68,510	8	112½
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	68,096	—	220,240	221,600	211,693	653,533	36.0	75,86[illegible]	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	.....	.....	.....	N. York and Boston Air Line	673,302	.....	.....	225,176	675,000	2,853	901,029	8.4	20,88[illegible]	22,551	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,000	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	.....	450,000	.....	.....	3,516,865	77.0	107,478	246,[illegible]5	[illegible]4,[illegible]1	—	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,560	—	1,510,200	300,000	.....	1,810,200	44.4	210,927	341,8[illegible]	130,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope r. by B		and L'll	17,[illegible]	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,[illegible]21	513,[illegible]12	11.5	[illegible]	55,784	15,[illegible]	—	97
30 Nov. '59	21.9	—	1.0	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....	.....	448,700	.....	.....	451,[illegible]	ope r. by H		[illegible]	31,[illegible]	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	33.5	.....	.....	.....	Troy and Greenfield	478,048	.....	.....	285,206	219,000	9,854	614,[illegible]60	ope r. by T.		and B	[illegible]	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,806,622	297,343	.....	2,214,225	1,090,880	.....	3,516,865	77.0	107,478	246,[illegible]	[illegible]	—	104
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,715	—	5,150,000	6,125,529	288,720	13,457,521	192.0	1,620,054	1,767,[illegible]	[illegible],145	8	116½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,137,933	140,962	—	1,141,000	134,500	862	1,403,499	45.7	179,490	276,44[illegible]	94,[illegible]4	4	99
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,593	—	2,329,155	4,707,500	.....	9,098,269	188.0	.....	365,93[illegible]	114,27[illegible]	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,639	14,548,411	329.0	.....	2,417,915	886,697	—	71½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,697,906	1,312,534	8,975,400	9,243,000	816,460	19,695,407	353.0	.....	2,[illegible]19,42[illegible]	777,27[illegible]	—	21½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,180	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,946,[illegible]35	283,129	3,717,469	146.5	.....	239,58[illegible]	117,37[illegible]	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,9[illegible]	275,060	1,974,444	59.7	.....	176,46[illegible]	116,4[illegible]	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,[illegible]00,000	.....	.....	33.2	.....	250,047	121,[illegible]5[illegible]	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,[illegible]89	225,[illegible]21	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,918,106	158.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,263,000	754,837	12,288,494	182.0	.....	676,[illegible]10	301,50[illegible]	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	.....	.....	.....	Ashuelot	506,000	.....	.....	246,018	150,000	109,982	506,000	ope r. by	Con'n.	River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,459	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,062	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	65½
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope r. by	Con'cord.		15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....	.....	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	.....	.....	.....	Eastern	525,205	.....	.....	.....	.....	.....	525,205	ope r. by	Eastern	Mass.	.....	—	66½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....	.....	863,400	33,800	108,259	1,005,459	ope r. by	Con'cord.		88,577	8	101
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	86,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,13[illegible]	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,[illegible]96	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,096,800	439,655	.....	60.2	.....	152,155	66,45[illegible]	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,67[illegible]	10	122½
1 Mar. '60	—	—	—	2.9	.....	.....	.....	Long Dock	800,000	126,000	—	.....	1,[illegible]88,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,04[illegible]	7	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,08[illegible]	10	138
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope r. by	N. Y. & E.		53,400	8	.....
30 Sep. '59	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope r. by	N. Y. & E.		24,440	—	.....
30 Nov. '59	18.7	—	.....	—	.....	.....	.....	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	6½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,532	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	32.9	93,894	84,119	11,215	—	....
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	oper	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning.....	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie .	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	oper	r. by N.	Y. & E.	24,000	6	....
30 Sep. '59	46.8	—	2.9	—	10	5	83	Elmira, Jefferson & Canand..	500,000	*	—	500,000	.....	.....	500,000	oper	r. by Re	ceivers.	30,000	6	....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City.....	287,357	*	—	352,741	14,000	28 716	395,457	—	—	—	—	—	....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	oper	r.b.B.N.	Y. & E.	.....	—	....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River.....	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	57½
30 Sep. '59	—	—	—	78.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River.	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island.....	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central.....	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	84½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie.....	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	28½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	17½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	882,932	120,850	—	....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown.....	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sackette Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady....	480,684	*	—	300,000	85,000	—	385,000	oper	r.by Ren	s. & Sar.	30,150	7	....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	....
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	oper	r.by Lo	ng Isl.	37,560	9	....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton ..	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	oper	r. b.Hud	s. River.	.....	6	....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	oper	r. by oth	er Co's.	.....	....	....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,685	2,249,183	96.8	219,280	362,994	154,752	3	....
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	....	Atlantic and North Carolina .	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	....
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	....
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester .	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon.....	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
-- -- '58	—	—	—	....	—	—	—	Atlantic and Great Western..	613,231	.....	—	866,939	.....	77,294	.....	—	—	—	—	—	....
31 Dec. '59	118 2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	....
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio.....	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	....
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton..	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	72
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc. .	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '58	135.4	5.8	....	—	42	31	459	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	94½
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10½
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	67
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin. .	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis ..	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia.....	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144 0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	....
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western.....	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre.....	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	....
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,887	45.0	105,304	151,866	44,615	—	....
-- -- '59	36.0	—	....	84.0	—	—	....	Fremont and Indiana	.....	*	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	90
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati.....	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	....
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	....
31 Aug. '58	117 9	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	....
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc. .	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	....
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	....
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys..	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus.....	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.,	C. & C.	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow.....	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	....
31 Dec. '59	110.8	2.3	36.0	—	....	....	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070.125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	94
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	....
30 Sep. '59	18.6	—	4.0	—	....	....	....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	oper	r. b.Buf.	& S. L.	.....	10	....
31 Aug. '59	36.9	18.6	21.9	—	....	....	....	Harrisburg and Lancaster....	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top ..	1,354,724	*	—	425.015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	....
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256.100	942,500	85,000	3,299,600	oper	r. by C.,	W. & E.	.....	—	....
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation..	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania.....	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	55.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	82
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central.	284,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	....
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,755	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading....	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,246,816	—	45
30 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	....
31 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt..	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance [incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	30½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147.231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,276	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29.845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,716	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150.142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,720	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	39. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98.856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395.762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	70
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,856	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '58	75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	.....	—	.....	.....	.....	Norfolk and Peteraburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	166,085	5	.....
30 Sep. '58	140.5	1.8	.....	—	23	18	870	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	58
31 Mar. '58	75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,129	145,656	7	80
30 Apr. '59	22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	—	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304.195	652,405	382,696	4½	52
31 Aug. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	367,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	5	10	—	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	22,182	—	.....
.. .. '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,552	8,506,545	234.4	.....	883,186	439,943	—	14½
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213.964	31,045	—	.....
.. .. '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	841	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,218	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049.997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	—	.....	557.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	.....	—	17	20	837	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	284,530	.....	.....	—	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.8	.....	.....	.....	European & North American	2,100,856	*	—	.....	.....	.....	.....	29 9	.....	.....	.....	—	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	983,746	*	—	868,493	—	70,553	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,972,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,260,180	13	180

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	169,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	61
2d Mortgage	225,705	8	1884	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60–'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'65–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	89
" "	700,000	6	1880	87
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Belefontaine and Ind. (1 Jan.'60)				
1st Mortgage convertible	791,000	7	1866	60
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1879	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	500,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,790,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,033	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	330,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	166,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1891	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. 1860, '63, '75 and '77	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	363,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	*	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	97
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	----
1st Mortgage	3,600,000	---	------	----
2d Mortgage	2,000,000	---	------	----
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	500,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	860,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	82½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	82
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	82
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1884	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin. :				
------	------	------	------	----
*Columbus, Piqua and Indiana :				
------	------	------	------	----
------	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	300,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	260,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	------	------	----
Dubuque Western:				
1st Mortgage	344,000	------	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	6	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	------	------	----
Endorsed by State of Tennessee	150,000	------	------	----
Mortgage (ordinary)	790,688	------	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	------	------	----
Endorsed by State of Tennes.	200,000	------	------	----
1st Mortgage (after State)	700,000	------	------	----
Redeemable in Stock	66,960	------	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	94½
2d Mortgage (S. F.)	1,738,000	7	1875	93
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	105
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	96½
Construction	4,115,000	6	1875	95½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	66
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	250,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	200,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,800,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		23
2d Land Grant (Western Div.)	353,600	†		13
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1853	85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59-'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,240,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		85
1st Mortgage (convertible)	500,000	8		99
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	80½
2d Mortgage	2,175,000	†	1877	49
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	
1st Mortgage (convertible)	526,000	8†	1862	65
1st Mortgage (convertible)	650,000	8†	1863	65
1st Mortgage (convertible)	1,250,000	8†	1877	52½
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage [S. F.]	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	769,415	8	1861	
Income	354,723	8	1862	
Income	575,132	8	1865	
Income	18,700	8	1867	
Sterling	878,038	6	1868	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '65 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	240,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
***New Albany and Salem:**				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Stonington:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,600	7	1861	
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	8,000,000	6	1883	96
Real Estate	221,000	6	1883	96
New Convertible	3,000,000	7	1864	103½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	102
3d Mortgage (convertible)	6,000,000	7	1871	98
4th Mortgage (convertible)	3,729,000	7	1880	81
5th Mortgage	1,277,000	7	1883	96
Unsecured (convertible)	2,618,000	7	1871	54
Unsecured (convertible)	2,443,000	7	1862	54
Sinking Fund	2,193,000	7	1875	54
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,977,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,630	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,687,920	†	1858	17
Income	3,591,185	†	1895	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,955,500	6		81
2d Mortgage	461,378	8		92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Quawaka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1858-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norristo'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	86
Mortgage (convertible)	3,586,500	6	1886	75½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	75½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'n Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
***Rutland and Burlington:**				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	300,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	...	1860	....
3d Mortgage	75,000	...	1870	....
4th Mortgage	60,000	...	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	...	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	...	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	...	.....	....
2d Mortgage	450,000	...	.....	....
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	...	.....	....
2d Mortgage	900,000	...	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	...	.....	....
St. Louis City Subscription	500,000	...	.....	....
St. Louis County Subscription	1,000,000	...	.....	....
Carondelet Subscription	50,000	...	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	.....	.....	.....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	81
2d Mortgage (convertible)	2,000,000	7†	'68-'70	68
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	...	.....	....
Mortgage	46,000	...	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	....
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	....
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	....
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	....
*Vermont Central:				
1st Mortgage	.....	...	.....	16⅜
2d Mortgage	.....	...	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	.....	.....	.....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	...	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
*Western Vermont:				
1st Mortgage	700,000	...	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Wilmington and Manchester:				
1st Mortgage	596,000	...	1866	70
2d Mortgage	1,000,000	...	.....	....
Income	177,000	...	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	...	.....	....
Sterling, issued in 1858	144,500	...	.....	....
Company's, endorsed by State	203,500	...	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	398,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending August 29, 1860.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
FEDERAL STOCKS:—						
U. S. 5s, 1874	102⅞	....	102⅞	....	....	103
U. S. 5s, 1865	101½	....	101½	....	....	102
STATE STOCKS:—						
California 7s	....	....	91	....	....	91½
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	90½	90½	....	90⅛	....	
" 2½s	63	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	98	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	81⅞	81⅛	81⅛	81⅛	81⅛	81½
New York 6s, 1874	....	....	....	....	....	....
" 6s, 1865	....	....	....	....	....	....
North Carolina 6s	98½	99	98½	99	99	99
Ohio 6s, 1860	....	....	....	....	108	....
Tennessee 6s, 1890	90⅛	90⅛	90⅛	90⅛	90⅛	90⅛
Virginia 6s	....	....	....	....	....	90⅛
RAILROAD SHARES:—						
Chicago, Burl. and Q.	90⅛	90⅛	89⅛	89⅛	88⅛	89
Chicago and Rock Isl.	84	83⅛	83⅛	82⅛	82⅛	82
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Ashl.	117	....	....	....	....	....
Clev. and Pittsburg	....	....	10⅛	10⅛	10⅛	....
Clev. and Toledo	49	49⅛	47⅛	46⅛	47	47
Del., Lack. and West.	94	....	....	....	....	....
Galena and Chicago	82⅛	82⅛	81⅛	80⅛	79⅛	80
Hudson River	59⅛	59⅛	59⅛	58⅛	59	57⅛
Illinois Central (scrip)	88	89	87⅛	86⅛	86⅛	87⅛
Indianapolis and Cinc.	....	....	....	....	....	48
Michigan Central	70⅛	73⅛	72	72⅛	72	71⅛
M. S. and N. I. guar'd,	47⅛	48	47⅛	47	46⅛	46
M. S. and N. I.	22⅛	23⅛	23	22⅛	21⅛	22
Milwaukee and Miss.	14⅛	15	15	14⅛	15⅛	14
New Jersey Central	....	....	....	....	113	....
New York Central	85	85⅛	85⅛	85	84⅛	84⅛
New York and Erie	29⅛	29⅛	29⅛	29	28⅛	28⅛
N. York and Harlem	19	18⅛	18	18	18	18⅛
N. Y. and H. "pref."	49⅛	....	48	47	46	46
Panama	126	126	125⅛	125⅛	....	....
Phila. and Reading	46⅛	47	46⅛	46	45⅛	46⅛
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	61	60⅛	....	....	....	....
" " 2d M.	....	37	37⅛	....	....	....
" " S. F.	....	....	....	....	82	....
Cl. & Tol. S. F. 7 p.c. '85	80	....	81	80	....	....
D. L. & W. 1 M. 8 p.c. '71-5	100	100	100⅛	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	95	....	....	....	....	....
" 2 M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2 M. 7 p.c. '60 101⅛	....	....	....	101	....	....
" 3 M. 7 p.c. '75	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	95⅛	95⅛	96	....	96⅛	96⅛
" " 6 p.c. '75	....	....	....	....	....	....
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	100	100	....	....	100	100
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	....	88	....	....
" " 2d M. 6⅞	....	....	67	66⅛	65⅞	65
" " S. F.	....	....	....	81	81	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	86	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	....	....	96	....	....
" 1 M. 7 p.c. '64	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	103
" 2 M. 7 p.c. '59 102⅛	....	....	102⅛	....	....	....
" 3 M. 7 p.c. '71	....	....	....	....	....	....
" 4 M. 7 p.c. '80 82	....	....	....	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	55	55
" S. F. '75	....	....	....	55	....	....
N. Y. & H. 1 M. 7 p.c. '73	98	....	98	....	98	97⅛
" 2 M. 7 p.c. '64	96	96	....	96	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	....	....	103	....
America, Bank of	....	....	....	....	....	....
Commerce, Bank of	101	....	....	....	....	101
Merchants' Exch. B'k	....	....	....	100	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	....	....	112½	....
MINING STOCK:—						
Pittsburg	....	....	58	....	....	....
Rockland	27	27	27	....	26½	....
Columbian	3	....	3	....	....	2⅛
Minnesota	82½	....	85	85	....	85
Isle Royale	11⅛	....	11⅛	....	....	10⅛
MISCELLANEOUS:—						
Del. and Hud. C. Co.	95⅛	95	94⅛	94	....	
Cumberland Coal Co.	....	....	....	15⅛	....	
Penn'a Coal Co.	....	....	....	....	....	
Pacific Mail S. S. Co.	79	79⅛	80	80	79⅛	80
Canton	....	....	....	....	....	....
Brooklyn Water W's	....	....	....	....	....	....

The following are the closing prices in the London Market on the 11th August:

United States 5 p. c. red. '74	93	to	93⅛
Illinois Central 6 p. c. red. 1875	83	to	85
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60.	91	to	93
Do. $100 shares, $80 p'd.	26	to	26½
Mich. Cen. 8 per cent. con. '60	90	to	92
Do. do. 1869	88	to	90
Do. do. 1st mortgage (sinking fund), 1882	88	to	90
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (siuking fund) 1885	70	to	75
Do. $100 shares	12	to	17
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	92	to	94
Do. 7 per cent. (siuking f.) 1876.	94	to	96
Do. $100 shares	77	to	79
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883. assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	48	to	52
Do. Shares, assented	25½	to	26½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	92	to	94
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

American Railroad Journal.

Saturday, September 1, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Atlanta and West Point Railroad.

The gross earnings of this road for the past fiscal year ending June 30th, 1860, were:

From Passengers	$201,938 46
" Freights	193,557 03
" Mail	20,540 76
" Sale of engine "La Grange"	2,000 00
Total	$418,036 25

The expenditures have been:

For conducting transportation	$38,383 88	
For maintenance of way	52,691 99	
For maintenance of motive power	50,093 59	
For maintenance of cars	9,830 52	
For insurance and taxes	1,209 25	
	$152,209 18	
In addition to the above, there has been paid for—		
New depot at Hoganville and extension of Atlanta depot	4,911 73	
Two new engines	17,425 19	
25 new freight cars	15,650 00	
150 tons new iron	9,868 25	
Fencing the road, new water station, and miscellaneous	8,852 93	
Making a total of		$208,917 28
And leaving as net income from the year's operations		$209,118 97

The increase in receipts over the previous year was:

From passengers	$22,061 88
From freight	31,916 40
Total increase	$53,978 28

The ordinary current expenses have been slight-

ly reduced, while the extraordinary expenses are increased by the purchase of new engines, cars and iron rails as may be seen by inspection of the foregoing statements.

The number of bales of cotton hauled, is 72,906, being 9,887 more than in the previous year, and probably very near the maximum that ever will be carried in one season upon the A. & W. P. railroad.

The increase in the number of passengers carried, as well as in the income from that source, compares well with former years—a result peculiarly gratifying in view of the active competition since the completion of rival Southern and Western routes.

The engine and car equipment consists at present of 16 locomotive engines, 7 passenger cars, 4 baggage cars, 85 freight box cars, 20 freight stock cars, 5 freight coal cars, 20 freight platform cars.

Two new freight engines have been placed upon the track, and two more are ordered for delivery before the next winter's business commences. The repairs are still, as heretofore, done by the Georgia Railroad Company at their shops in Atlanta and Augusta.

The road-bed and track have been well kept up, and the repairs conducted with economy and discretion.

The following is an exhibit of the condition of this company, on the first of July, 1860.

ASSETS.	Dr.
Road outfit and real estate	$1,192,389 76
Bills receivable	202,421 31
Due by agents and corporations	87,375 90
Excess of material on hand	9,568 50
Cash on hand	105,630 17
	$1,597,385 64

LIABILITIES.	Cr.
Capital stock	$1,250,000 00
Bonds of the Company	126,000 00
Due connecting roads	41,100 11
Due for expenses and dividends	9,518 50
Profit and loss	170,767 03
	$1,597,385 64

President—Hon. John P. King.

Directors—Andrew J. Berry, Jesse McLendon, John E. Robinson, Richard Peters, Pleasant Stovall, Hon. Orville A. Bull.

General Superintendent—Geo. G. Hull.

Secretary and Treasurer—Wm. P. Orme.

Hudson River Railroad Depot.

The new depot of the Hudson River Railroad Company about to be built at the foot of Broadway will be one hundred and sixty feet on Broadway and one hundred and sixty feet on Greenwich, with a depth of two hundred feet. The ground cost $220,000, and it is the intention of the company to put up a building which shall not only furnish every possible accommodation for passengers and freight, but shall be an architectural ornament to the lower part of the city. Their depots in West Broadway and Eleventh avenue will be reserved as local stations. The company are now receiving freight daily at that point and carting it up to their lower depot. The rails of the Ninth Avenue road will probably be laid down town early in the fall, when the Hudson River Railroad Company will immediately put on cars for the transportation of their freight. The route of the Ninth Avenue road, upon which the Hudson River Railroad Company will do all their business, is down Washington street, through Battery Place, and up Greenwich street.

Louisville, Frankfort and Lexington Road.

This line is 94 miles in length. It is composed of the Louisville and Lexington railroad, extending from Louisville to Frankfort, 65 miles, and the Lexington and Frankfort railroad, thence to Lexington, 29 miles. The annual meeting of the stockholders in these roads was held on the 31st of July, at which the annual reports for the fiscal year ending June 30th were presented. In accordance with the articles of agreement adopted at the previous annual meeting, these two roads have been operated during the past year as one; the net earnings, after the payment of all operative expenses, being divided between the companies in the proportion of the lengths of their respective roads. The receipts from the joint operations of these roads were:

From passengers	$212,133 69
" freight	165,982 37
" mails	8,963 00
" miscellaneous	3,299 11
	$390,377 17

And the expenditures were:

Repairs of road	$44,983 19	
" locomotives	20,738 21	
" cars	25 249 44	
" bridges	6,171 83	
" rails	4,336 08	
" buildings, etc.	5,857 25	
Fuel	22,876 76	
Wages	49,581 49	
Chairs and spikes	3,016 70	
Cross-ties	6,011 76	
Ballast	7,984 18	
Miscellaneous	14,427 74	
		211,234 18
Net profits		$179,143 04

Compared with the preceding year, the gross earnings of the joint roads show an increase of $2,148 77

The expenses an increase of 1,092 99

Making the increase in net earnings $1,050 78

The revenue from passengers shows an increase of $20,362 56, or 10.6 per cent.; while that derived from the transportation of freight decreased $20,402, or 10.9 per cent. The diminution in the freight earnings is due principally to the falling-off in the number of hogs transported during the months of November and December.

Louisville and Frankfort Railroad.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

Earnings	$270,053 08
Expenses	145,183 23
Net profit	$124,869 85

While the gross earnings show an increase of only $2,006 89, the expenses have been reduced $8 918 08—thereby making an increase of $10,924 97 in the net earningss.

Of the net revenue $19,584 97 have been expended in the purchase of materials for the use of the road, and the remainder has been appropriated to the payment of interest, and the maturing debt. The reduction of debt during the past year has been $84,097 87. Since July 1, 1855, it has been reduced $296,096 87, besides the expenditure during the same time of $45,680 27 in the re-construction of the Frankfort bridge, and the investment of a large amount in station houses, water stations, ballasting, etc.

The board have full confidence in the ability of the road hereafter to earn sufficient to meet the bonds as they mature, and to pay on the present amount of stock semi annual cash dividends of 3 per cent., commencing Jan. 1, 1861. The stock and indebtedness of the road now amounts to $1,161,588 91, while the cost is $1,502,094 61. This difference has been paid out of the net earnings, to the amount of which the stockholders will be entitled to stock, whenever it will be advisable to declare it.

After providing for the July interest, there remained $5,000, which, together with bills receivable, and real estate not required for the purposes of the road may be used for the further reduction of the debt.

Balance Sheet, July 1, 1860.

Capital stock		$741,069 40
State of K'y, for right of way, etc.		74,519 50
City of Louisville bonds		149,000 00
Railroad bonds matured July 1, 1860,		36,000 00
" " old and new		197,000 00
Cash dividends unclaimed		585 36
Profit and loss		464,566 30
		$1,662,740 56
Construction	$1,375,359 61	
Proportion of rolling stock	126,735 00	
Stock in other roads	6 540 00	
Real estate	39,066 64	
Proportion of materials	62 609 52	
Cash in New York to pay bonds	36,000 00	
" " " interest	7,108 89	
Bills receivable	3,600 32	
Cash	5,720 58	
	$1,662,740 56	

President—Edward D. Hobbs.

Directors—Robert G. Courtenay, T. T. Shreve, E. H. Hobbs, R. C. Hewitt, T. Merriwether, J. W. Kalfus.

Superintendent—Sam'l Gill.

Secretary and Treasurer—W. H. Beynroth.

Lexington and Frankfort R. R.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

Earnings	$120,324 09
Expenses	66.050 90
Net profits	$54,274 19

The gross earnings show an increase of $136 88, the expenses an increase of $10,006 07—making the decrease in net earnings $10,142 95, which is attributed to the same cause as that above alluded to. Notwithstanding this decrease in net earnings, they have been sufficient to justify a declaration of 7 per cent. in dividends, provide the proper sinking fund for the payment of the debt, and increase in an amount more than one per cent. upon the stock, the renewal and contingent fund. Large amounts have also been expended in ballasting, widening cuts, building station houses, etc., which has added to the value of the company's property.

Balance Sheet, July 1, 1860.

Capital stock	$514,409 44
Bonds	130,000 00
Dividends unpaid	1,891 50
Sinking fund	12,500 00
Renewal and contingent fund	37,337 26
Stock profits	22.439 65
Profit and loss	6,287 77
	$724,865 62

Construction	$590,401 20
Proportion of rolling stock	52.300 50
Bonds receivable	38.000 00
Bills receivable	8,191 03
Real estate	978 84
Proportion of materials	30.338 19
Cash	9,656 06
	$724,865 62

President—EDWARD D. HOBBS.

Directors—Benj. Gratz, M. C. Johnson, F. K. Hunt, P. Swigert, W. A. Dudley, John Carty.

Superintendent—SAM'L GILL.

Secretary—E. S. DUNCANSON.

The completion of the Lexington and Big Sandy railroad to Mount Sterling, and the Shelby railroad from Hobbs Station to Shelbyville, is urged upon the attention of the stockholders of both roads, as being calculated to materially strengthen their line as a competitor for the business of the adjacent country, and add largely to its net revenue.

The equipment of the entire line consists of 12 locomotives, 10 passenger, 5 baggage, and 160 freight, stock and platform cars.

Pacific Railroad of Missouri.

Passenger trains have commenced running on this road to Otterville, 176 miles west of St. Louis. The heaviest work on the line west of Jefferson City was between Syracuse and Otterville—one mile costing for grading alone some $65,000; and progress has, therefore, been slow. From Otterville west all the way to Jackson county, the work is light. The grading is well advanced as far as Sedalia, and the road will be opened to that point in December next. Upon the Southwest Branch track laying has been resumed, and trains will soon be running to Dillon, with the promise of reaching Rolla, county seat of Phelps in December.

Henderson and Nashville Railroad.

Track-laying was commenced on this road at Henderson, on the 20th ult. Rails sufficient to iron five miles had arrived and the length will be completed by the 1st October, and a second five miles will probably be opened by the 1st December. On the southern end of the line the work is being constantly and vigorously prosecuted. From the State line toward Hopkinsville twenty miles have been graded and are now ready for the reception of the iron. Trenton District, in Todd county, has voted a large subscription of stock, and Christian county a subscription of $300,000. With these means, besides others, which can be made available, it is certain that the road will speedily be built through Todd and Christian counties, leaving but the gap of Hopkins and Webster. This gap will soon be filled, and before the close of 1861 the communication between Nashville and Henderson will be entirely by rail.

Improved Car Coupling.

The following notice of a newly invented Car Coupling is from the Cincinnati *Enquirer*:

The patentees claim for it that a train of any number of cars can be coupled by simply backing them together, and a boy ten years old, standing upon the platform of a passenger car, or on top of a freight car, out of all danger, can uncouple a single car or an entire train, either when in motion or standing still, on a level or on a grade. No backing or "stacking up" of the train is necessary before uncoupling; and, by the use of this invention, an engineer, seeing danger ahead, could detach the whole train as easily and as quickly as he could sound the steam whistle, and thus prevent a catastrophe from dragging the train after the locomotive off the track or over an obstruction.

The New Pipes over the High Bridge.

The work of laying the new seven-feet pipe over the High Bridge will be commenced shortly, so far as the reception and manufacturing of the boiler iron plate for the pipes is concerned, the first consignment having been received. An iron pipe of seven feet diameter will be something of a curiosity, being the largest ever manufactured in the world. The work of lowering the Croton pipes in the Eighth-avenue, for a distance of a mile and a half, from five to ten feet, without interfering with the flow of the Croton water, has just been completed, and the avenue filled in and up to its level. This is a work that reflects the highest credit upon the Chief Engineer of the Croton Department, A. W. CRAVEN, Esq., who planed it, and GEO. S. GREEN, Esq., the Assistant Engineer, under whose personal supervision the work was commenced and carried to successful completion.

Bank Dividends.

The Bank of Louisiana has declared a semi-annual dividend of 5 per cent., payable to New York stockholders, less exchange, on the 3d of September, at the Merchant's Bank of this city.

Flint and Pere Marquet Railroad.

About ten miles of rail has been laid between Saginaw and Flint, on the Flint and Pere Marquet road, and progress is being made at the rate of three-eighths of a mile a day.

Alabama and Florida Railroad.

The Pensacola *Observer* of 8th ult. says: "We have the pleasing intelligence this morning that the last rail has been laid on the Florida end of the Alabama and Florida Railroad, and that track-laying will be prosecuted instantly and vigorously from the State line towards Montgomery.

☞ The Vicksburg, Shreveport and Texas Railroad has been extended across the Bayou Macon, and the cars are now run to Delhi.

The Production and Consumption of Coffee.

The quantity of coffee produced in the world is as follows: Brazil, 519,000,000 lbs.; Java, 202,500,900 lbs.; Ceylon, 105,000,000 lbs.; St. Domingo, 75,000,000 lbs.; Sumatra, 30,000,000 lbs.; Cuba and Porto Rico, 30,000 000 lbs.; Venezuela, 30,000,000 lbs.; Costa Rica, 15.000.000 lbs.; Mocha, 7,500,000 lbs.; English West Indies, 7,500,000 lbs.; Manilla, 4 500.000 lbs.; French and Dutch West Indies, 3.000,000 lbs. Total, 1.024,000,000. The consumption of coffee is estimated in the following manner: The whole of North America consumes 327.500,000 lbs., being in the largest proportion; France, Switzerland, Spain, Italy, Portugal and adjoining islands, consume amongst them only 202,500,000 lbs.; Germany, including Austria, 292,500,000 lbs.; Holland and Belgium, 142.500,000 lbs.; Denmark, Sweden, Russia, Finland and Poland, only 75,000,000 lbs. among them, owing, probably, to the fondness of those nations for something stronger. Great Britain and Ireland consumes about 60,000,000 lbs.

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Notice to Contractors.

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At Callaghan's, Alleghany County, Va., 27th Aug., 1860.

SEALED PROPOSALS, addressed to the undersigned, and endorsed "Proposals," will be received at this office until 12 o'clock M. of Wednesday, the 26th of September next:

For the construction of a Tunnel near 3,700 feet long, 15½ miles west of Covington;

For the grading of a temporary Railroad track over the above tunnel;

For the grading of about one-half mile and completion of the grading of one mile of Railroad, at and near Covington;

And for the cross-ties required for twenty-five miles of Railroad track and sidings, between Covington and the White Sulphur Springs.

The Specifications and plans of the work, and the form of contract, which states fully the terms and conditions upon which the above work will be let, may be had and seen at this office, on and after the 12th of September next.

The right is reserved to accept such proposals as will best secure the faithful construction and completion of the work, according to contract, and to reject any or all that are not satisfactory.

No transfer of the allotment of any work will be allowed.

Persons proposing for work, who may be unknown to the undersigned, are expected to present satisfactory references.

By order of the Board of Public Works.
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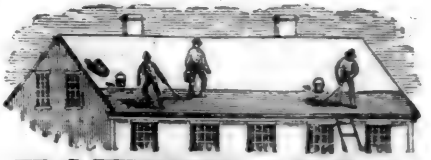
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Sheet No.			Sheet No		
1. General Table for all Bases and all Slopes.			13. for Base 18 ft. Slop.		1½ to 1
2. For Side Hill Cuts and Fills.			14. " 20 "		1½ to 1
3. Base 12 ft. Slopes		1½ to 1	15. " 24 "		1½ to 1
4. " 14 "		1½ to 1	16. " 24 "		1½ to 1
5. " 15 "		¾ to 1	17. " 25 "		1½ to 1
6. " 15 "		1 to 1	18. " 26 "		1½ to 1
7. " 15 "		1½ to 1	19. " 28 "		1 to 1
8. " 16 "		¾ to 1	20. " 30 "		1 to 1
9. " 16 "		1 to 1	21. " 30 "		1½ to 1
10. " 18 "		¾ to 1	22. " 30 "		1½ to 1
11. " 18 "		¾ to 1	23. " 32 "		1 to 1
12. " 18 "		1 to 1	24. " 32 "		1½ to 1

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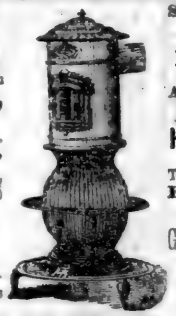
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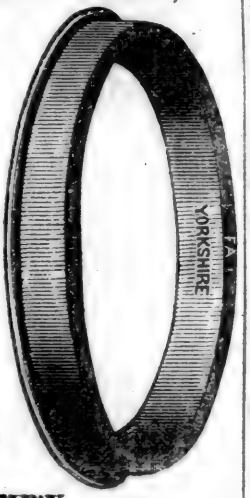
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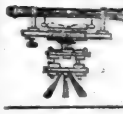
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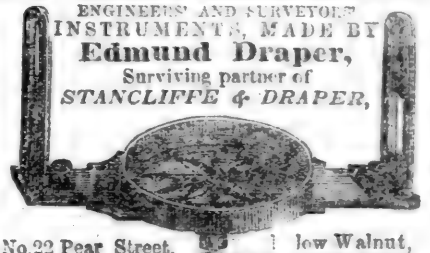
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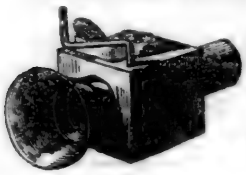
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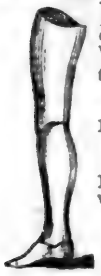
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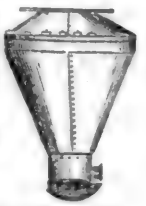
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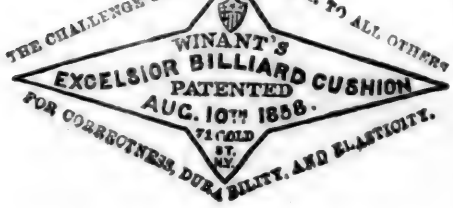
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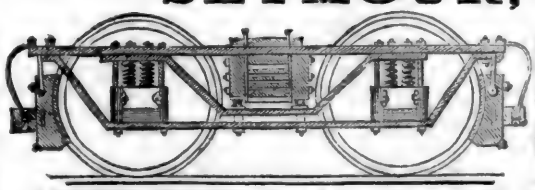
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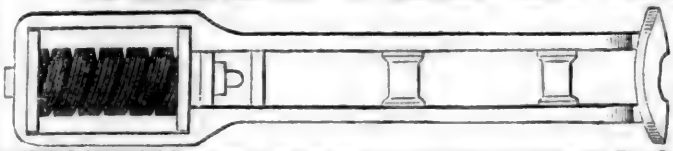
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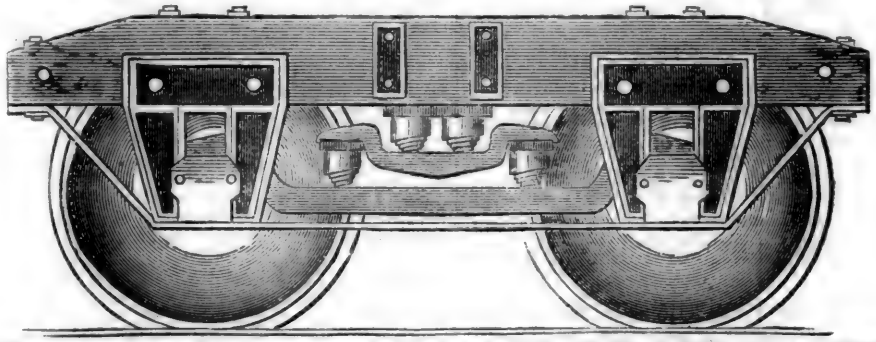
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SECOND QUARTO SERIES, VOL. XVI., No. 36.] SATURDAY, SEPTEMBER 8, 1860. [WHOLE No. 1,278, VOL. XXXIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

The Victoria Bridge 789
Macon and Brunswick Railroad 790
Of the Presentation of Notes after Business Hours for Payment 790
Grand Trunk Railway of Canada 791
Milwaukee and Mississippi Railroad 791
Boston and Maine Railroad 792
An English Opinion of American Securities .. 793
New Orleans and Ohio Railroad 795
Vicksburg, Shreveport and Texas Railroad ... 795
Southern Pacific Railroad 770
Railroads of the State of Connecticut, 1839-'59. 797
Fluctuations in the Earnings of American Railroads 804
Pneumatic Piles 805

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, September 8, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

The Victoria Bridge.

"Seven mighty cities claimed great Homer dead,
Through which the living Homer begged his bread."

We do not pretend to state the exact degree of parallelism between the claims put forth for the birthplace of the immortal poet, and those for the authorship of the famous Victoria Bridge. Enough to say, that at the very instant the touch of royalty has legitimized this wonder, and given it rank and place among the great works of the earth, (previous to which ceremony it was like a young man not come to his estate, or a young miss not yet brought out, both of which are mere possibilities, having no determinate place in the public voice,) a mighty contest is going on as to the person entitled to have his name carved on the massive entablature (in letters more durable than brass), as the deviser or author of the structure.

Who is the happy man to be immortalized, we cannot yet state. To prove who he ought to be, is endeavored to be set forth in a pamphlet which we have just had the honor of receiving—to wit: Mr. Thomas C. Keefer, Civil Engineer, born and reared in the Canadas, and of some note there before the commencement of the great work. At what period it first entered the mind of mortal that at certain seasons of the year, a *bridge* over a river rendered impassable by forming or floating ice, would be a desirable thing, we will not pretend to say. Under such circumstances, it would be natural for a person to say: "I wish there was a bridge over the ugly stream." But such a suggestion is to be hardly tolerated, as the idea of a bridge might, to the dismay of the present candidates for immortality, be carried back 200 years.

But to come down to the realm of certainty, it is in evidence, to our own eyes, that Mr. Keefer *did* propose, in detail, a plan for a bridge on its present site as early as 1851, before the design for the Victoria Bridge was openly promulgated. His plan, however, had nothing brilliant or sparkling about it. Mr. Keefer's ideas, at the time, seem to have been drawn from a very prosaic way of studying the *ice phenomena* of the St. Lawrence, which he proposed to meet by the common and simple devices in vogue both in the United States and Canada, in similar emergencies. He stated in a very plain and simple manner the whole case, and proposed a structure, which for novelty or originality, provoked neither surprise nor comment in the profession, if we except general terms of commendation, but which seemed well adapted to the object to be accomplished. Its only objectionable feature was its cost, some $1,500,000. The foundations were to be crib-work, filled with stone; the superstructure wood, with perhaps a centre span of iron.

Excellent as was Mr. Keefer's design, it met with no response. All approved it, but no one suggested its adoption. Why, we never could understand. Perhaps it was too simple and commonplace. We can well imagine why it should create no enthusiasm. So slight a work, and so small a deviation from the common mode, would never have adequate force to attract to the new channel, the "commerce of the West." But a structure, the cost of which would run hard into the millions, would stand a conclusive demonstration of the value of this new route, and put to silence all cavillers and doubters. The occasion was no ordinary one. The actors in it consequently must be equal in dignity and importance. The first mechanical engineer in England was called over to design the plan and inaugurate the undertaking. The millions required were eagerly supplied. The structure now proudly spans the St. Lawrence. Royalty itself has given it its last touch. The only thing that disturbs the universal satisfaction, is the contest for the *authorship* of the great work.

But, after all, should the authorship of this work be freely conceded to Mr. Keefer, the great question really is, not whether it is to be sought, but whether he can afford to wear the honors. The work is a vast one, but after the Britannia Bridge, one of the simplest problems possible in Civil Engineering. It was only a question of *dollars.* Such being the case, if it had cost $15,000,000, instead of $7,500,000, it should have reflected twice the credit upon its author. The credit really due for the construction of any work is measured by the economy of expenditure with which it accomplishes its object. The days of the Pyramids are past. We want no more works which are only ostentatious and useless displays of riches and power. If the St. Lawrence could have been spanned by a structure costing $1,500,000, and adapted to every want of commerce, then one costing $7,500,000, instead of being a theme of praise and self-gratulation, should be one of censure and condemnation. To summon royalty to consecrate it, is to use power and place to sanction a great wrong. What was the contract with the English stockholders, who furnished the money—that it should be judiciously and economically expended, and in a manner that would make the investment a productive one. If this has not been done, there has been unfair dealing, deserving the severest censure, instead of being elevated into a virtue, through the influence and patronage of the noble and great.

We know that, for the present, we have taken the

unpopular side. A person who does not join in the universal pæan is set down as a man of unseasonable manners, and a churl. But we have only to wait a bit. Suppose the bridge should produce nothing to the stockholders, would not the recent ceremonies be regarded as pretty tall specimens of tomfoolery? Would the unfortunate persons who furnished the money derive any particular balm from this laying on of princely hands? Would it not rather add to their sense of mortification? Would not the author of so vast a mischief be rather an object of reprobation than praise? If so, we advise Mr. Keefer not to put in his evidence just yet. If he does, he may be inclined to become non-suited before he is through with his case. His strong card consists in showing that he is *not* the author of the present structure. The credit of it will in five years from this time finish up any engineer, for this continent, to say the least. No engineer can expect position and employment in this country who in his plans and work does not always maintain a proper relation between the amount of his expenditures and the objects sought to be accomplished. There is no such relation in the case of the Victoria Bridge, which must soon come to be regarded as the most *discreditable* piece of engineering on this continent, notwithstanding the vastness of the work, the imposing ceremonies which signalized its completion, and the number of pilgrimages made to it by curious and wonder-loving sight seers.

Macon and Brunswick Railroad.

We rode down to the Railroad Bridge lately with Judge Cochran, the President of the Macon and Brunswick Railroad Company, following, for the greater part of the way, the railroad track. The distance of the bridge from town is about five miles, and this is all graded with the exception of less than half a mile to the bridge. An embankment of about five feet on an average for this distance remains to be thrown up, and this is being rapidly done by a large force. Capt. J. H. Andrews is the contractor for this grading, and is pushing it ahead rapidly. Beyond the bridge, the grading is nearly done to a distance of about twenty-eight miles from town. The superstructure of the road is also in fair progress. A little short of two miles of the track has been laid, and this part of the work is going on at the rate of about a mile and a half per week.

The bridge is nearly done. The frame-work is all up, and the flooring and enclosure are about all that remain to be done. This structure is 322 feet long, and rests in the centre and both ends upon solid stone abutments handsomely laid in cement. It is a truss bridge—the main stringers formed by three pieces of thirteen inch square timber, while the upper stringers are a little lighter, and the whole framework is interlapped and bound together in a manner perfectly surprising to the novice in bridge building. It is the best and strongest specimen of bridge framing we ever saw —not only in its design, which was quite novel to us—but in the character and accuracy of the work.

* * * * * * *

The road on reaching the Ocmulgee bottoms, takes a bee line, and follows it, we are told, without a single deflection for eleven miles. It has a five foot embankment about all the way through the bottom on this side, and the soil is a tenacious clay which will furnish, in time, a capital road-bed. The immense and beautiful growth of timber in these bottoms will open a new and large supply of fuel for this market, while the country beyond will furnish new supplies of lumber. Both are getting too scarce in Macon. We hope by next December to see thirty miles of this road in operation, and that it will reach a point opposite Hawkinsville by spring. It is certain that the enterprise, under the zealous and efficient direction of Judge Cochran, is being pushed forward with energy, judgment and economy.—*Macon Telegraph.*

Journal of Mercantile Law.

OF THE PRESENTMENT OF NOTES AFTER BUSINESS HOURS FOR PAYMENT; WHEN UNDER THESE CIRCUMSTANCES IT IS SUFFICIENT.

When a note is made payable upon a certain day, and at a certain place, the law will presume that the intention of the parties to the contract is that the note should be presented at the designated place during the business hours of the appointed day, and if not so presented the endorsers are discharged from all liability. But this rule, being founded upon reasons arising from the circumstances under which men generally transact their business, it is liable to change when the presentment, although made after the business hours of the day, yet is made during the day and under circumstances which ensure to the maker and endorser all the advantages which they would have had, had the presentment been made during business hours.

A peculiar case, illustrating this principle, has been decided by the New York Court of Appeals. The action was brought by the Bank of Syracuse against John Hollister, as endorser of a note made by one F. Hollister, for the payment of $2,750, one year from date, at the Bank of Utica.

It appears that on the 9th of April, 1852, when the note became due, it was brought by a clerk of the plaintiff to the paying and receiving teller of the Bank of Utica, who was also a notary public, at his boarding-house in that city, at half-past six in the evening, and delivered to him for collection or protest. He went to the Bank, found the outer door locked, and could not obtain admission. He then made a demand of payment of the note of himself, standing upon the steps before the outer door of the Bank, and then went to his boarding-house and made out the notice of protest, and deposited it in the post-office before seven o'clock, the mail leaving at eight, directed to John Hollister, Buffalo, his place of residence. It further appeared, by evidence of the teller and notary, that the maker of the note had no funds in the Bank, and that no one called at the Bank to pay the note, or inquired for it during business hours, which closed at four o'clock, P. M.

Upon this state of facts, the judge at Special Term held that there had been no sufficient demand of payment, and ordered judgment for the defendant, which was affirmed by the General Term of the Court; but the Court of Appeals thought differently, and reversed this decision. The following is the opinion of the Appelate Court:

HARRIS, J.—Two questions are involved in the decision of this case: First. Relating to the time of presenting the note for payment. Second. The manner of presentment.

As to the time: The note was payable at the Bank of Utica. By making it thus payable, the maker agreed that the note should be paid during the usual business hours of the day upon which it matured. The holder also agreed that the note should be presented for payment within the same time. In giving effect to the contract, the law presumes that the parties intend to conform to the known and established course of business at the place where their contract was to be performed. The general rule therefore is, that where the note is payable at a bank, it must be presented for payment before the usual hour of closing the banking-house.

Thus in Parker *vs.* Gordon, a bill was payable at a banker's, whose usual time for closing his shop was six o'clock. The bill was presented after that hour. The shop was closed and the clerks gone. In an action against the drawer of the bill, it was held that the presentment was not sufficient. But though the presentment is made after business hours, it will be sufficient, if a proper person be found at the place to give an answer. In Garnett *vs.* Woodcock the bill was payable at a banker's in London. It was presented for payment in the evening of the day when it became due. A boy returned for answer, "No orders." Lord ELLENBOROUGH said upon the trial: "I think it perfectly clear that if a banker appoint a person to attend, in order to give an answer, a presentment would be sufficient, if made before twelve at night." So where a draft, payable at the bank, "was presented for payment in the afternoon of the last day of grace, after regular banking hours, and the cashier of the bank being there, refused payment because there were no funds there belonging to the acceptor, it was held that the cashier, whose duty it was to attend to business of this sort, being at the bank, and having returned a negative answer, and it appearing that the acceptors had provided no funds, the demand was sufficient." In the latter case, Lord ELLENBOROUGH said, in answer to the objection that a bill had been presented after business hours: "In general, it is not sufficient. It will not do if nobody is there to receive; but if somebody is there, and the person presenting the bill gets an answer, it is sufficient."

BAYLEY, J. also said: "If it is presented after the usual hours, it is at the peril of the person presenting it; for, if nobody is there, it will not do; but if there is, then it is immaterial at what time it is presented."

The latter Judge, in his *Treatise on Bills*, also says: "A presentment at a banker's, out of the usual hours, will be objectionable, if the banker, or any agent on his behalf, were there at the time of such presentment." So, also, Chitty says: "A presentment at any time in the day or evening is sufficient, if an answer be given by an authorized person." It was not too late, therefore, to present the note for payment at half-past six o'clock, if an authorized person could be found at the bank to give an answer.

We are, therefore, next to consider the manner in which the note was presented. It had been delivered to the teller of the bank, he being a notary for the purpose of demanding payment and giving notice to the indorser. He was the very officer to whom the note should properly have been presented for payment. He was the person of whom the maker of the note should have inquired for the note, if he had come to pay it. If the money had been deposited to meet the note, he would have received it. He had been at the counter of the bank during the business hours of the day. He knew, and testified, that no person had inquired for the note, and that the maker had no funds in the bank. What, under such circumstances, was it necessary for the teller to do, in order to charge the indorser? He was the agent of the holder of the note to demand payment, and was at the same time the proper officer of the bank to answer the demand either by paying the note, or by refusing

to pay. Had funds been provided to meet the note, he would have paid it. Knowing the fact that there were no funds, the teller, nevertheless, went to the banking-house, and, finding the outer door locked, made a demand of payment of himself as the paying officer of the bank. Had he unlocked the door and entered the building, he being the person authorized to pay or refuse payment, it could not have been doubted that the demand was sufficient. This, of course, would have been an idle ceremony. The teller knew this, and, therefore, abandoned his attempt to enter the bank. I think, however, that he did enough to satisfy the condition upon which the indorser was to become liable. Suppose the note had been delivered to the teller before the close of banking hours, he would have had nothing to do but to give notice of non-payment. No formal demand would have been required. It would have been enough for him to be satisfied, either from his own knowledge of the fact, or an examination of the books of the bank, that there were no funds there to pay the note. Suppose that, when he went there, the teller had gained admission, he would then have had nothing to do but to return back and give the appropriate notice to the indorser. No proclamation, no clamorous demand, was required. This view of the question, I think abundantly sustained by authority.

His Honor here cites several authorities, and concludes by reversing the judgment of the Supreme Court and ordering a new trial.

Grand Trunk Railway of Canada.

The London Directors havd issued the following explanatory statement to bondholders:

"From the tenor of the communications received at this office since the announcement was made public that the payment of the interest due on 1st instant on the preference bonds would be paid, but that that due on the company's ordinary bonds would be postponed, the London directors are led to believe that an erroneous opinion prevails not only in reference to the causes of this temporary suspension, but also in regard to the disposal of the proceeds arising from second preference bonds. It will be remembered that at the meeting of the shareholders held in London on 30 March last, a statement was submitted showing that in addition to this preference capital 1,500,000*l.* was required to pay off the then existing liabilities of the company, and to provide such further station accommodation, rolling stock, &c., in Canada, as are needed to enable the company to work efficiently and economically the anticipated traffic. Authority to raise this amount was subsequently given at the meeting of the company held in Montreal on 23d May last, but the directors have not as yet been able to put it in force. As regards the recent subscription for the second preference bonds to complete the amount of the original Government loan, only 84,000*l.* was subscribed for by the public (producing about 66,000*l.* sterling), which sum was applied to the payment of pressing and unavoidable engagements. A large proportion of these bonds were hypothecated with individuals for loans and advances, and were taken by the parties with whom they were deposited at the same prices at which they were offered to the public, and the residue have either been disposed of in accordance with the conditions on which loans had been made upon them, or remain hypothecated as collateral security for advances to the company. This operation relieved the company from important liabilities maturing; but it was not thereby placed in available funds out of which the interest now postponed could have been paid. The directors here have communicated to the Canada board their views as to the remedies that ought to be applied in the present critical position of the company's affairs, and if they ask the patience of the bondholders until full consideration can be given to their representations, they act from a conviction that the interests of all will be best consulted by avoiding any precipitate movement. The replies to these representations may be expected by the end of next month, and when received, a further communication will be made to the bondholders."
—*London Railway Times, July* 21.

Milwaukee and Mississippi Railroad.

The annexed is an abstract of the agreement of the bondholders of the Milwaukee and Mississippi Railroad Company, dated July 30, 1860, for the purchase of the road at any foreclosure sale, and the re-organization of the purchasers:

First: Each First mortgage bondholder, being a subscriber to the agreement, receives a new First mortgage bond, convertible into the first class Preferred Stock, secured by a mortgage of all the property of the company, real and personal, for his principal, and the first class Preferred Stock for his interest, on the First and Second Section bonds, to January 1, 1861; on the Third Section bonds to July, 1861; on the Southern Wisconsin Line bonds to January 1, 1862. The mortgage to be for 30 years, at 7 per cent., and not to exceed $2,556,000 (which is the present amount of all the First mortgages above-named). The company to provide annually the sum of $204,480, (being 8 per cent. on $2,556,000,) and, after paying interest at 7 per cent., the balance to be applied as a sinking fund, to redeem, at par, semi-annually, an equal amount of First mortgage bonds. The bonds to be thus paid are to be drawn for. Scrip stock to be issued with each bond, with power to vote thereon, if the same can be legally issued under existing laws, if it cannot, then application shall be made the Legislature for the necessary authority.

Second: The 10 per cent. Second mortgage bondholders, being subscribers to the agreement, to receive, for principal and interest, first class Preferred Stock (in the same class with the interest on the First mortgage bonds).

Third: The Third mortgage bondholders, being subscribers to the agreement, to receive the second class Preferred Stock (with the City of Milwaukee).

Fourth: The City of Milwaukee, if they assent to this agreement within the time limited, to receive the second class preferred stock for their Second mortgage of Southern Wisconsin Line, and for their $234,000 claim.

Fifth: The floating debt-holders to receive common stock for their debt and interest, provided they sign the agreement and surrender the evidence of indebtedness to the Trustees on or before the 15th day of September, 1860.

Sixth: So much stock as remains, after deducting the above amounts from $7,500,000, to be divided pro rata among the stockholders (about 67 per cent.)

The position of the new company, under this agreement, will be about as follows:

Amount of mortgage debt (for which the same amount of first class Preferred Stock is to be reserved, or scrip stock issued therefor)		$2,556,000
Amount of first class Preferred Stock issued:		
For inter't on First mort. b'ds.	$411,466	
For Second mortgage bonds, principal and interest	678,536	
		1,090,016
Amount of second class Preferred Stock issued:		
For City Second mortgage Southern Wisconsin Line	$345,920	
For claim of City	290,910	
For Third mortgage bondholders, about	450,000	
		1,086,830
Common Stock:		
For floating debt	$525,347	
For $3,452,800 old st'k reduced as required by law, about 33 per cent.	2,211,807	2,767,154
Total		$7,500,000

Abstract *of the Report made by Isaac Seymour, Esq., Receiver, to the Bondholders, Aug.* 24, 1860.

Earnings from May 10, 1860, to July 31, 1860		$156,045
Cash on hand, May 10		10,343
Total		$166,388
Ordinary expenses	$105,583	
Paid old indebtedness	55,144	
		160,727
Cash on hand, Aug. 1, 1860		$5,661
Amount due for old indebtedness, and ordered to be first paid by the Court		$35,111
Estimated cost of improvem'ts and repairs that are needed		115,580
Total		$150,695

Abstract *of the Indebtedness of the Milwaukee and Mississippi Railroad Company, with interest to Sept.* 1, 1860, (*as furnished by the Company*).

Due employees, &c., preferred by order of Court		$35,112
Notes secured by mortg. of real estate.		21,378
1st mortg. 10 per cent. bonds, due July 1, 1861	$74,000	
1st mortg. 8 per ct. bonds, due July, 1862	526,000	
Do., due April, 1863	647,000	
Do., due June, 1877	1,037,000	
Do., due July, 1866	346,000	
Interest due on above	305,960	
Total 1st mortgage		2,935,960
2d mortgage, 10 per cent.	$600,000	
Interest on do.	57,950	
		657,950
2d mortg. to city, South. Wisconsin Line	$300,000	
Interest on do.	38,920	
		338,920
3d mortgage	$396 069	
Interest on do.	12,570	
		408,639
Total		$4,896,959
Amount due to Sinking Fund		138,208
Am't of mortgages and preferred liens.		$5,036,167
Floating debt and interest	$525,347	
Claim of City	$234,000	
Interest on do. to Jan. 1, 1860	59,900	
	290,910	
		816,257
Whole indebtedness as claimed		$5,852,421
Capital stock, general issue.	$2,685,000	
Issued for Farm mortgages	767,800	
		3,452,800
		$9,305,224

In addition to the capital stock above-named, the City of Milwaukee holds $325,000 as collateral security for its Second mortgage, on the Southern Wisconsin Line.

Extract *from the report of the Committee, appointed to confer with the Committee of the City of Milwaukee, to the Bondholders, Aug.* 24, 1860.

The undersigned, a committee appointed by you to confer with a Committee from the City of Milwaukee, beg leave to report, that they met with the Committee of the city, and after such mutual conference and consideration of the views and claims of the city, and that the representatives of the City of Milwaukee claim—

That their Second mortgage on Southern Wisconsin Line is as good as the Second mortgage on the main line, and that therefore it is not correct and fair to convert their Second mortgage into a preferred stock of a class inferior to a Second mortgage on the main line.

* * * * * * *

There is, no doubt, some appearance of justice

in the claim. The city, however, should consider that the plan is a compromise plan, and that the First mortgage bondholders have made large concessions; hence, that if instead of conceding on her part, she insists on her full claims, the First mortgage bondholders will not be satisfied to go into the same class preferred stock for their interest with Second mortgages on both main and Southern Wisconsin Line.

According to section 12 of the agreement of the 30th of July, now unanimously adopted as "the plan," modifications are dependent on the vote of the "majority in interest of each class of subscribers, of mortgage bondholders, on which suits of foreclosure are now pending," at any regular or special meeting of subscribers duly called.

If the City of Milwaukee insists on her claim, which we are not prepared to dispute as unjust, then the First mortgage bondholders will decline funding their interest in the same class preferred stock, with the Second mortgage on main and Southern Wisconsin Lines, but claim to be entitled to fund their interest in First Preferred Stock, and that the Second mortgages then convert capital and interest into Second Preferred Stock, Third mortgages receiving Third Preferred Stock. The plan throughout to be modified in sense to fully carry out their views, and so much of the adopted plan as is not in accordance therewith to be considered null and void.

Considering the original position of the city and the Railroad Company with reference to the $234,000, your committee have offered to recommend that $150,000 of said sum be considered as Third mortgage, and be entitled to same rights in reorganization as the Third mortgage bonds now out. The representatives of the city have rejected this view of the matter, and claim the same position for their Southern Wisconsin Second mortgage as for main line Second mortgage. Your committee do not advocate the city's claims, but leave it to the meeting to decide the question.

The Second mortgage on main line were and are a Second mortgage on a finished line, and bear 10 per cent. interest.

The Second mortgage on Southern Wisconsin Line, were and are a second lien on an unfinished line, and bear only 7 per cent. interest.

The committee now propose as a compromise that the city be allowed to receive for their $234,000 claim the same preferred stock as Third mortgage holders receive on condition that the city waive their claim as to Second mortgage on Southern Wisconsin Line, and accept the proposal for $234,000 within sixty days.

The time within which the agreement may be signed is extended to September 15, 1860.

A Self Dumping Railroad Car.

Mr. A. Cooley, of Philadelphia has recently patented a self dumping railroad car, the particular features of which are thus given in the *Railroad Register*:

The "invention consists of a car, with a body of any suitable form, and having, at or near its opposite ends, flanged wheels turning on permanent axles, and having any convenient number of hinged doors carrying flanged wheels, the whole being combined with rails so constructed and arranged that as the car traverses the same, the above-mentioned doors may be self-opening, thereby discharging the load, and self-closing, thereby forming the bottom of the car ready for the reception of another load."

Without confining himself to the precise form of car illustrated and described in the schedule referred to in his patent, or to any particular number of doors, he claims as his invention and desires to secure by letters patent.

"The body of the car having, at or near the opposite ends the wheels turning on permanent axles, and any convenient number doors carrying wheels; in combination with rails so constructed and arranged that, as the car traverses the said rails, the doors may be self-opening and self-closing as set forth for the purpose specified."

Lexington and Big Sandy Railroad.

The purchasers of this road, who paid $60,000 for it at the sale under the decree of the Fayette County Court, have held a meeting and appointed a Committee to solicit a proposition from the Louisville and Frankfort Railroad Company to complete the line to Mt. Sterling. The purchasers manifest a disposition to take hold of the work at once, and eventually complete it at an early day. We hope to see the work carried forward with energy.

Boston and Maine Railroad.

The earnings of this road for the fiscal year ending May 31, 1860, were:

From Passengers		$533,532 46
" Freight		337,538 77
" Rents		10,733 65
" Mails		9,798 75
" Interest		14,022 23
Surplus P. S. & P. R. R.		10,000 00
		$915,625 86
And the expenses were:		
Repairs of road	$71,630 24	
" bridges	39,442 26	
" buildings, etc.	27,739 55	
" locomotives	34,007 22	
" cars	24,513 92	
Passenger expenses	63,087 35	
Freight "	56,695 21	
Wood	49,339 40	
Coal	5,633 91	
Oil and waste	9,195 19	
Miscellaneous	76,745 52	
Rent of Danvers road	7,500 00	
		565,529 77
Net earnings		$350,096 09
Charged for renewals of iron	$27,703 51	
Do. for depreciation of locomotives and cars	6,215 25	
		33,918 76
Balance		$416,177 33
The balance of earnings on the 31st May, 1859, was		$428,931 79
The earnings over expenses, 1859-'60, were	$416,177 33	
From which deduct two dividends, 8 per cent.	332,456 00	
And there remains after paying dividends, etc.		83,721 33
		$512,653 12
Add excess of appropriation for land bills	$568 66	
Add Danvers Railroad Sinking Fund	6,523 84	
		7,092 50
		$519,745 62
Deduct loss on old freight bills	$405 98	
Deduct loss on Manchester & Lawrence R. R. Methuen Branch and contract accounts	8,541 09	
Deduct allowance made on settlement with Newburyport R. R. Co.	11,681 41	
		20,628 48
Leaving balance of earnings 31st May, 1860		$499,117 14

Compared with last previous year the earnings and expenses are as follows:

	1858-'9.	1859-'60.
Gross earnings	$818,681 22	$915,625 86
Expenses, renewals, etc.	370,222 23	416,177 33
Net earnings	$448,458 99	$499,448 53

—being an increase for the year 1859-'60 on the net earnings of $50,989 54.

The miles run by trains in 1859-'60 was 553,484, viz: by passenger trains 367,244, by freight trains 175,960, by wood trains 1,167, by gravel trains 4,336, and by extra trains 4,777. The total in 1858-'59 was 533,294. Increase last year 50,190 miles.

Passengers carried in the cars	1,821,495
Passengers carried one mile	27,004,491
Merchandise carried in the cars, tons	263,447
Tons carried one mile	7,292,101

The road operated by this company includes the Boston and Maine proper and the Danvers and Newburyport railroads under lease with the following mileage:—

Boston and Maine Railroad	74.26 miles
Branches (Methuen, Medford and Great Falls)	8.79 "
Total road owned by company	83.05 "
Danvers railroad	9.20 "
Newburyport railroad	26.00 "
Total road operated	118.25 "

The equipment consists of 32 locomotive engines, 54 passenger cars, 19 baggage cars and 587 freight cars of various descriptions.

The following accounts of the road and its connections are from the President's Report. The very interesting and important facts set forth therein are worthy of attentive perusal by all having the direction of railroad property.

"It is now twenty-four years since the first section of this road was opened, from its connection with the Lowell Road at Wilmington, to Andover. Twenty years have elapsed since it was put into operation as far as Exeter, N. H., and fifteen years since the cars were placed upon the Extension road terminating at Haymarket Square in Boston. Almost all of the iron, with the exception of some portions of the track in New Hampshire, which was originally laid, has been replaced by new rails. A very large proportion of it more than once. The wooden cross-ties or sleepers have been renewed, perhaps twice upon an average. The structures over Charles, Miller and Mystic rivers have been almost entirely rebuilt. The most expensive draw-bridges have been replaced by others on an improved principle. The principal wooden bridges have been thoroughly repaired, strengthened, or re-constructed. The road-bed has been kept up, and is in a better condition than ever. The masonry has been renewed wholly or partially as the case required. The fences have been thoroughly repaired, and new fences have been recently erected where necessary, so that the road is, in this respect, as well guarded from the trespasses of cattle as can reasonably be expected. The road now is in such a condition that, for a period of five or ten years to come, it will not require any more repairs, probably less, than for a like period of time recently expired. The same remarks will hold good in reference to the rolling stock, machinery and fixtures of the road.

These suggestions are intended to apply, particularly, to the Boston and Maine road, and not to the Newburyport and Danvers roads. There the construction is much more recent. The iron is not sufficiently worn to require much renewal. Many of the old sleepers have been replaced with

new, and many more are in the process of being laid down. After some expenditures in grading up the road-bed, repairing and building fences, renewing the masonry and replacing a small quantity of the iron, that road will require no more outlay than is usual for a road of similar amount of business. Indeed, whether we regard the nature of the soil, the surface of the country traversed, or the very small amount of bridging, the Newburyport and Danvers may be considered, in their physical aspects, as a favorable line of road.

These remarks are made to show the permanent character and value of your investment. If, since the road has been in operation, its superstructure rolling stock, etc., have been substantially changed and renewed, and if, for a series of years in the future, it can be kept up to its present state of efficiency with the same expense as in years past, you certainly have one of the most important elements of the data necessary to form an opinion upon this interesting subject.

The prospect of a continuance of an equal or greater amount of traffic along the line of the road—its relations with connecting roads—the liability of being interfered with by competition from other roads, constructed or to be constructed, are other elements of weighty consideration in estimating the value of this corporate property.

In order to show the magnitude and progressive character of this corporation, it may be stated that, for ten years immediately preceding June 1, 1860, the gross amount of revenue was the sum of $8,007,081 45, or $800,708 14 per annum on the average.

The amount received during the first five years of this term was	$3,705,015 81
The amount received during the second five years was	4,302,065 64
The average amount received annually during the first term was	$741,003 16
The average amount received annually during the second term was	860,413 12
The average annual excess of the 2nd term was	$119,409 96

It will be observed, also, that the whole effect of the financial shock of 1857 was visited upon the latter five years of that period. No such general prostration of business occurred during the first five years.

This exhibition of the progressive character of this road speaks well for its future destiny. We know of no reason why the receipts may not continue to increase. True, the increment may not be as great, but it will, in all probability, be regular and permanent."

CONNECTING ROADS.

The report devotes considerable space to the connecting roads.—In reference to the Manchester and Lawrence, the directors recommend a modification of the contract with that company, which will expire December 31, 1861, as its terms are unfavorable to the interest of their own. A settlement has been finally made with the Danvers Company, by the payment of 25,000 in addition of $125,000, the original amount guarantied for the lease of that road for 100 years. The whole amount, $150,000, will be due from the Danvers Company at the expiration of the lease. Of the obligations guarantied, the Boston and Maine Company have purchased and own $71,000. Since the last annual report, this company have leased the Newburyport railroad for a period of 100 years, for the sum of $300,000; $75,000 of which was paid in liabilities against the road, and $225,000 in cash, By the terms of the lease, at its expiration, the total sum is to be a debt due from the Newburyport to the Boston and Maine Company. By these contracts the latter company secures the control of 36 miles of road, for a period of 100 years, by a total investment of $450,000. The Portland, Saco and Portsmouth, dividends on the share capital of which, at the rate of 6 per cent., have been guarantied by the Boston and Maine, in connection with the Eastern, has always gained the dividend paid, and has recently paid to the Boston and Maine $10,000, from surplus earnings. The Maine extension has always been a successful and profitable work.

The results of the past prosperity of the road, so far as it has reached the stockholders, is shown in the unbroken succession of dividends paid since the completion of the line in 1838. These are 44 in number and have been paid as follows:

	p.c.		p.c.
No. 1, Oct. 1838	3	No. 23, Jan. 1850	5½
" 2, Apr. 1839	2	" 24, Jul. 1850	3
" 3, Dec. 1839	4	" 25, Jan. 1851	2
" 4, Apr. 1840	2	" 26, Jul. 1851	3½
" 5, Jul. 1840	1½	" 27, Jan. 1852	3½
" 6, Jan. 1841	3	" 28, Jul. 1852	3½
" 7, Jul. 1841	2½	" 29, Jan. 1853	3½
" 8, Jan. 1842	3½	" 30, Jul. 1853	4
" 9, Jul. 1842	3	" 31, Jan. 1854	4
" 10, Jan. 1843	3	" 32, Jul. 1854	4
" 11, Jul. 1843	3	" 33, Jan. 1855	4
" 12, Jan. 1844	3	" 34, Jul. 1855	3
" 13, Jul. 1844	3	" 35, Jan. 1856	3
" 14, Jan. 1845	3½	" 36, Jul. 1856	3
" 15, Jul. 1845	3½	" 37, Jan. 1857	3
" 16, Jan. 1846	3½	" 38, Jul. 1857	3
" 17, Jul. 1846	3½	" 39, Jan. 1858	3
" 18, Jan. 1847	3½	" 40, Jul. 1858	3
" 19, Jul. 1847	4	" 41, Jan. 1859	3½
" 20, Jan. 1848	5	" 42, Jul. 1859	4
" 21, Jul. 1848	4½	" 43, Jan. 1860	4
" 22, Jan. 1849	4	" 44, Jul. 1860	4

GENERAL STATEMENT, May 31, 1860.

RESOURCES.		Dr.
Cost of road, viz:—		
Graduation and masonry		$882,067 40
Wooden bridges		371,468 55
Superstructure including iron		984,523 89
Stations, buildings, fixtures, etc.		520,722 78
Land, land damages and fences		815,537 29
Engineering and other expenses		272,388 94
		$3,846,708 85
Cost of equipment, viz:—		
Locomotives	$191,018 00	
Passenger and baggage cars	80,318 00	
Merchandise cars	145,897 00	
		417,233 00
Property accounts		77,502 76
Cash	$7,643 98	
Notes	62,000 00	
Open accounts	45,970 71	
		115,614 69
Stock B. & M. Co,, 500 shares	$50,000 00	
Bonds Danvers Co.	71,000 00	
Land damage (Danvers Co.) account	758 08	
Danvers Co., as per agreement	25,000 00	
		166,758 08
Suspense account		5,349 42
Newburyport R. R. as per agreem't		300,000 00
Total		$4,929,166 80

LIABILITIES.	Cr.
Share capital	$4,076,974 52
Sundries account	51,947 14
Deposit on account of Newburyport bonds	3,900 00
Amount payable on account of Newburyport bonds	9,400 00
Notes payable on account of Newburyport Railroad	121,650 00
Dividend payable July 1st, 1860	166,228 06
General reserve being undivided earnings	499,717 14
Total	$4,929,166 80

The officers of the Company for 1860-'61 were:

President—FRANCIS COGSWELL, Andover, Mass.

Directors—James H. Duncan, George W. Kittredge, Daniel M. Christie, Peter T. Homer, Israe M. Spelman, Henry Saltonstall.

Superintendent—WILLIAM MERRITT, Boston.

Clerk—JAMES C. MERRILL, Boston.

An English Opinion of American Securities.

Attention has been drawn to the recent improvement in American securities, and particularly in railway securities. It is due less, perhaps, to the actual rise of "the quotations" than to certain active movements, and the revived confidence in particular lines. Of course there must be some reason for any such movement; and, indeed, the facts are very simple, and scarcely beneath the surface. In the first place, the causes of the decline which took place in American railways a year or two ago are as clear as the causes why the harvest in this country is now so late. We have had a very dull summer, with much rain; hence wheat has be slow to ripen, and the harvest doubtful. In America railways depend, to a great degree, upon the carriage of agricultural produce. The harvests of 1857 and 1858 were bad throughout the greater part of the United States and the North American continent, and the yield of 1859 was very partial; hence a decided contraction in the business of railways, with a corresponding diminution in the value amongst those who are governed so much as the commercial classes are by temporary appearances. The sequel, however, has shown us that even this cause has a partial and transient operation. It is not only that the seasons vary for good as well as for evil, but such is the vast growth of the Anglo-Saxon colony, which is only by degress working out the conquest of the American continent, that the increase of population, the extension of agriculture, and the general spread of industry have increased the use of the railway to such an extent as nearly to compensate the immediate cause of the decline. Although the crops of the three years, 1857, 1858 and 1859 were deficient, still the produce forwarded from Chicago in 1859 almost equalled that of the abundant year 1856; the growth of population and the extension of culture having, within that short period, so far made good the actual failure in the crops. A country whose resources exhibit this extraordinary vigor, and sustain this power of recuperation, must not only have a perpetual tendency to increase any favorable reaction as compared with the unfavorable, but must create a constant developement in the average returns. Indeed, we have done nothing more than utter a truism with regard to the well known condition of the United States.

There is another interesting fact that bears upon the subject. Corn is more bulky than live stock, and is less convenient to carry than flour; and what has been the proportion of their transport? In the latest years the corn has been converted more and more into flour or into live stock; and we see, accordingly, that the transport of corn does not increase in the ratio of flour, while the gross transport of cereals does not increase in the proportion of live stock. The business of the railways is becoming intrinsically more valuable, as well as collectively greater.

Another interesting fact is, that even those railways which have been most depressed h ve still

proved valuable to their shareholders. We do not speak upon generalities or abstract ideas. For instance, the Great Western Railway of Canada, which was said last year to yield no return, has yet, from the day of its opening down to the 31st of January, 1860, yielded to its shareholders an average dividend of 4 per cent. per annum. Any one desiring to see how this part of the case is made out will find the facts and figures stated with the fullest detail in a pamphlet, published by Effingham Wilson, a "Letter on the origin, present position, and future prospects of the Great Western Railway of Canada," written by Mr. William Lance; the man perhaps, who knows more about such American securities than any other in London.

The growth of business in the American Union is such as almost to exceed the imagination of us comparatively slow English. Again we will give an instance. The great centres at which the trade in Western produce is collected and sent forward Eastward are Milwaukee, Chicago, St. Louis and Cincinnati, whence it is carried forward to the Atlantic and to Europe. The growth, even of the most recent of these places is something that would have looked miraculous half a century back. Within the life of men who are still in their vigor an Indian track was the only guide from Chicago to the Mississippi. So late as 1830 land was of so little value in the neighborhood that a gentleman who is known declined to take possession of some conceded to him for services during the Black Hawk Indian war, saying that "he had sufficient garden ground." Still fewer years back, farmers living within a hundred miles of Chicago found that the expense of "teaming" their wheat to that centre was so great as to exceed the value of the article in the market, a fact at which we need not wonder, since in some parts of Russia the cost of transport equals the value of the article within a distance of thirty miles. But Chicago is not in Russia. Fifteen years ago there was not a single line of railway entering the city; it now commands a traffic of 4,736 miles. These railways have cost, on a moderate estimate, £23,000,000 sterling; but what a transformation have they not effected in the place. The "garden ground," to which we have referred, is now in the very centre of the city, and worth some millions of dollars. Farms whose owners could not "team" to Chicago now team in a different sense, for the whole region for miles around is constantly loading the market of that central depot; and the twenty-three millions sterling which the line has cost have created property and produce worth millions upon millions, the toll upon the railway being an exceedingly small percentage on that value.

These are substantial facts, very intelligible to most English minds. They are evidently sufficient to explain why railway property has declined in the United States, and also why the value has rebounded so remarkably; but we have not yet made the reader appreciate the true extent of the rebound, the real proportion between the value of railway property on side of the Atlantic and on the other. In England we are wont to consider that our property is the great model in regard to security, to certainty of returns, and to everything else that is desirable. As compared with some other countries, we may, perhaps, be justified in boasting. Certainly, we see just now plenty of reasons why English speculators should look very much askance at Lombardo-Venetian railways, in comparison even with the least successful of our own lines. But if we turn Westward the comparison is altogether reversed. We have already mentioned the percentage paid upon an unsuccessful American line; compare this with our own lines. surely we have vicissitude enough here! It is not long since the Great Western was paying only two per cent., yet it is really one of the most valuable lines in the kingdom; and, from peculiar circumstances connected with the proportions of its fixed liabilities and its present developement, its shareholders may comfort themselves with the certainty that their new prosperity will continue and expand. Hence the striking rise of value in the market. It is a very short time since the shareholders in the London and North-western looked down upon the poor Great Western; but this year, through various circumstances, including parliamentary competitions, and of the preposterous policy of undertaking a dead weight in "defensive lines," the princely London and North-western is down to two and a half dividend.

When the comparison with the American railways is extended, however, the returns are still more striking. In the official report on the railways of Great Britain, Capt. Galton gives railway statistics for the year 1857, comparing the results in this country and in the United States:

	England.	United States.
Miles constructed and in use	9,119	26,210
Total cost of all in use.	£304,989,826	£216,887,750
Net earnings	4.7 per cent.	6.7 per cent.

A considerable number of the American railways, however, could scarcely be expected to make any large return. Some were intended to improve the value of the land through which they passed; and although unquestionably they will pay in the end, they are less to be regarded as commercial investments for ordinary railway purposes than as investments for the improvement of land, even though the railway were conducted at a loss. In some few cases American railways have been even less satisfactorily planned, having been undertaken solely to justify a grant of government land. If, therefore, we take any number of the more strictly commercial lines, we shall find a considerable increase in the proportion of net returns. We have before us a list of fifty American railways, constituting a very fair representative class; and we take a similar number of English railways, including the metropolitan and other leading English lines. They show the following totals:

	Cost.	Gross Income.	Net Revenue.	Per Cent.
English.	£247,019,626	20,004,723	10,502,315	4.25
Americ.	54,454,393	9,225,268	4,429,441	8.06

It is needless to add a single word—the figures speak for themselves. To the shareholders the American railways are twice as valuable as the English, although American lines do not call for such vast outlays of money as ours have done, are not nearly so heavy in the working expenses, nor so dear for the traveler.—*London Chronicle, Aug. 20th.*

Charlton and Randolph Railroad.

The work on this railroad is progressing finely. Messrs. Kelly have about 300 hands employed, and are going ahead with an energy and rapidity seldom surpassed. About five and a half miles of the road east of Huntsville are already graded, and need but little more to be done to be put in readiness for the ties. Recently part of the force was transferred to the west of the town, and about half a mile is there graded. The work will be pushed forward to Salisbury, in Chariton County, as rapidly as possible. It is expected to reach that point by the first of December. The heavy grading will be commenced shortly. Heavier work is required in and adjacent to Huntsville, than at any other place between Moberly and Salisbury. The contract for ties will be let out next week, and if the President can make satisfactory arrangements for the iron, which is highly probable, the whole road will be completed and in running order to Salisbury by December.

We have but little doubt that Brunswick will remain the western terminus but a short time. The people of the counties west, have taken hold of the matter in such spirit as leaves no doubt of their success. Carroll County has 25,000 acres of swamp lands. This, with a subscription of $50,000, is sufficient for that county. The people will willingly subscribe these. Ray County, next west, has just subscribed $200,000. The people of Clay County, who lately made a large subscription to the Kansas City and Cameron Railroad, since they have seen such fine prospects of the construction of the Missouri Valley Railroad, have so changed their policy to favor this road, as to reduce their subscription (by compromise) to the other, to $100,000.—*Huntsville Recorder.*

Death of Jacob Strader.

We are called to the melancholy duty of recording the death of almost the last of the pioneer boatman of Cincinnati, Capt. JACOB STRADER, who closed a long and useful earthly career Tuesday morning, bearing with him to the great hereafter the regrets of a host of personal friends and the universal esteem of his fellow citizens.

The Captain was a native of New Jersey—born in August, 1795—his parents were in moderate circumstances, and his youth was spent at the plow. Entranced with the glowing accounts of the Great West, he gathered up his little property, and, in 1817, found himself in Cincinnati in the employ of J. W. PIATT, banker, corner of Broadway and Columbia, in the Broadway Hotel—a banking institution, by the way, of no little importance in those days, as many of our old citizens well remember. He was successively engaged in milling, dry goods and commission and grocery business. His first essay in steamboating was on the first General Pike, built in 1818—first commanded by Capt. PENNYWAIT, then by ROWAN, STRADER being clerk.

The first Pike was a sternwheel boat, cabin below, no hurricane roof—a small, inconvenient little craft, whose significance and inefficiency would now excite only wonder and derision, and yet she was in that day thought to be quite the handsome thing by himself and Mr. GORMAN, long and well known afterwards under the firm of STRADER & GORMAN. The second, known as the "Little Pike," was built. This was the first attempt at sidewheels and cabin on deck. STRADER took command and Capts. SUMMONS and ARMSTRONG, pilots on the first Pike, were retained. These gentlemen afterwards for many years, and until their death, were in command of STRADER'S boats. Their next effort at progress in boat building was the Ben Franklin, called the White Cimneyed Ben. They built also the boat Portsmouth, Capt. EDMONDS, the Guyandotte, Capt. SEMBLE, followed by a still further advance towards steamboat comfort in the second Ben Franklin, called the Green Room Ben, from the fact of her having a ladies' cabin a half story above the deck. They owned the Commerce, Swiftsure, Long Pike, Mobile Ben, and many other boats, in all twenty-three including some eight or nine Pikes and the same number of Franklins—each new boat being an improvement upon the last, until the present Jacob Strader and Telegraph are models of all the latest improvements in steam navigation, being in comfort and splendor compared with the first Gen. Pike what Judge ESTIE'S dwelling is to a primitive log cabin, or a street railroad car to an omnibus. In 1830, Capt. STRADER secured the mail contract between Louisville and Cincinnati, having, since the first Pike, established a regular packet line between those ports. This contract he retained until he sold out to the present company, in 1846. In 1837, Capt. STRADER retired from personal charge of his boats, after a faithful and successful service of nearly twenty years, during which no history of steamboating can record any experience more prudent or prosperous than his.

But Capt. STRADER has had more to do with the history of Cincinnati than this. He was among the pioneers in the establishment of the first railroad to Cincinnati, the Little Miami, of which Gov. MORROW was the first President, and he the second, remaining at its head until declining health compelled him to resign some few years since. He was also the head of a large banking-house—JACOB STRADER & Co. In 1844, in company with the late Mr. A. HARKNESS and Mr. FOSDICK, he founded the immense cotton factory on Third and John streets. The structure and machinery upon it cost some $200,000 more. It is still in successful operation. Capt. STRADER has seen an immense city gradually rise about him; and he has himself been largely instrumental in her success and prosperity. He has seen a long generation rise and fall before him—he has bid farewell, one after the

other, to an host of the confreres of his early life and activity, until he saw the army of patriarchs, to whom this generation is indebted for their splendid heritage, dwindle down to a little band of gray heads, who are rapidly diminishing under the relentless fiat of old father Time. Years and infirmities increased upon the old Captain, until now, the few old friends and fellow pioneers of his youth are called upon to say farewell and God be with you on the final trip to that port where so many have gone before.—*Cin. Commercial.*

Taxable Valuation of Boston.

Wards.	Real Estate.	Personal Estate.	Polls.
1	$7,673,300	$2,850,200	3,554
2	5,380,300	696,300	3,510
3	6,905,700	3,220,200	2,220
4	38,319,300	36,758,500	3,179
5	5,582,700	2,288,700	2,200
6	27,453,800	23,299,800	2,245
7	16,573,700	23,733,800	2,561
8	11,696,800	4,937,900	2,170
9	8,760,200	3,182,000	1,993
10	7,467,600	2,689,700	2,189
11	19,403,100	6,318,400	4,158
12	8,640,200	2,507,900	4,200
Total 1860	$163,856,700	$112,483,200	34,179
Do. 1859	158,410,900	105,018,100	33,456
Increase	$5,445,800	$7,465,100	723

Total valuation in 1860	$276,339,900
Do. do. 1859	263,429,000
Increase	$12,910,900
Amount to be raised in 1860	$2,530,000
Do. do. 1859	2,500,000
Rate per cent. in 1860	93 cents.
Do. do. 1859	97 "
City portion of the State Tax 1860	$82,245
Do. do. 1859	98,694
In 1858 the total valuation was	$254,714,100
In 1848 do. do.	167,728,000

Commerce of New York.

The annual report of the New York Chamber of Commerce has been published in an octavo volume of 364 pages. The volume contains the proceedings and special reports of the year 1859; a list of members, January, 1860, with the by-laws in force; also the laws of the State, passed 1860, in reference to commercial matters; and elaborate reports on the following subjects for the year 1859: Asia, (Commerce with); Assay Office, New York; Banks; Battery extension; Boot and shoe market; California trade; Canals of New York; China trade; Clearing houses of New York; Coal trade; Coffee trade; Coinage; Collisions at sea; Coolie traffic; Cuba trade; Currant trade; Decimal weights and measures; Domectic manufactures of New York; Drug trade; Dry goods trade; Dye woods; Encroachments on the harbor; Fire in cotton ships; Frauds in cotton; Freights: Eruits; Hemp market; Hudson river; Indigo; Insurance, Marine and Fire; Key West Wrecks; Leather trade; Lumber trade; Magnetic telegraph; Naval stores; Newark Bay; Population and debt of New York City and State; Quarantine; Reciprocity treaty; Rice; Salt production; Saving banks; Sandy Hook; Staves; Sugar; Taxation in New York; Tea trade; Tobacco trade; Turpentine; Weights and measures; Wine and liquor trade, &c.

One of the most valuable contributions to the Chamber of Commerce reports, is the annual summary of marine losses, showing the number of ships, steamers, barques, brigs and schooners lost each month of the year, with the amount of loss on each. The official documents are also of value, and find a prominent place, viz: Treaty with China; progress of debt, taxation, and real and personal property, each year since 1805.

The executive committee acknowledge interesting and acceptable details contained in the official and other reports of the following gentlemen—information highly necessary to illustrate the important subjects under consideration: Hon. Howell Cobb, Secretary of the Treasury of the United States; Hon. William B. Reed, of Philadelphia; Professor John H. Alexander, of Baltimore, Md.; Professor Alexander Dallas Bache, Superintendent United States Coast Survey; James Ross Snowden, Esq., Director of the United States Mint; D. H Craig, Esq., of New York; D. T. Valentine, Esq., Clerk of the Common Council, New York; J. H. Upton, Esq., Special Agent of New York Board of Underwriters.

New Orleans and Ohio Railroad.

Matters of great interest to our road, and to our city, have transpired within the past three days. Judge Brown, the President of the Mobile and Ohio Railroad, reached our city on Wednesday last, and after an interview with the President and Board of the New Orleans and Ohio Road, and an address to the people of our city on Thursday night, the preliminary steps were taken with a view to the ultimate consolidation of the two roads, and the early completion of the road from Paducah to Union City, where it connects with the trunk of the Mobile and Ohio Road. To facilitate the important interests pending, Henry Enders, Esq., resigned his position as a member of the Board, and Judge Campbell resigned his position as President of our road, when Judge Brown was immediately elected a member of the Board and President of the company, and Judge Campbell was elected Chairman of the Finance Committee, and vested with the powers of President in the absence of Judge Brown.

If arrangements connected with the right of way, &c., in Tennessee can be favorably arranged the road will be promptly pressed to completion, and the cars will be running through from Mobile to Paducah before the 1st of January next.

We cannot refrain from calling the attention of St. Louis and Cincinnati to the above. The bare statement of the facts is sufficient to indicate to the intelligent business men of those cities that the connection of the Ohio River at this point with the extreme South is now beyond doubt, and is suggestive of the high importance on their part of an early connection with Paducah by branch lines from the Illinois Central and the Ohio and Mississippi Roads. The importance of this matter ought not, and, we believe, will not be overlooked by them.—*Paducah (Kentucky) Herald.*

Vicksburg, Shreveport and Texas Railroad.

This road has been completed to Delhi. The opening of the road to that place was made the occasion of great rejoicing. The Floyd *Louisianian* makes the following remarks on the advantages to Vicksburg and the country through which the road passes from its extension thus far towards its final termination:

The southern portion of Carroll, lying west of the Bayou Macon, has long felt the necessity of a railroad, and her interests have materially suffered from the want of a direct and speedy communication with the Mississippi river.

Our bayou, for at least one-half of the year, is useless for the purposes of navigation. The completion of the railroad to Delhi will give unsurpassed facilities to travel, for the reception of freight and the transportation to market of the agricultural products of our parish. We but reiterate what we have said, that that portion of the parish of Carroll lying west of the Bayou Macon, known as the "Bayou Macon Hills," is the best planting country in the South above overflow. The lands, on account of their inaccessibility, until within the last few years, have been overlooked. We think the prospects of this portion of our parish the most cheering; and we confidently anticipate a rapid emigration of good and substantial planters to our fertile country.

We can congratulate the city of Vicksburg, as well as our own citizens, on the completion of this road to Delhi; for if her merchants and business men will only use the proper exertions, they will secure a large, lucrative and constantly increasing business.

Injunction Upon a Railroad.

We learn from the Troy *Whig* that an injunction has been served on the parties who purchased the Albany, Vermont and Canada Railroad, to prevent their taking up the rails on the line of the road from the Junction to Eagle Bridge. The Troy and Rutland Railroad Co. are the parties on whose motion the injunction has been issued. During the last week the owners of the line commenced removing the rails, whereupon Judge Gibson, as Attorney for the road, made out the necessary papers and procured a temporary injunction from Judge Peckham. The matter is to be argued before him in this city on Monday night. J. B. Gale, Esq., is Attorney for the defendants, whose President is James Forsyth, Esq. If decided in favor of the moving parties the rails must remain in their present position. Of course they have reasons of their own for so desiring. The injunction is claimed on the ground that the company has no right to abandon a franchise. Both sides will be represented here by able counsel, and the principles decided will be quite important as precedents.

James River and Kanawha Canal.

At an adjourned meeting of the stockholders of the James River and Kanawha Company, held last night, the Committee of thirteen, to whom had been referred the agreement entered into between E. de Bellot des Minieres for a French company of capitalists, Thomas H. Ellis for the Board of Directors of the James River and Kanawha Company, and Alex. R. Holladay for the Board of Public Works, for the sale of the James River and Kanawha Canal, made a report, which was adopted almost unanimously, only three votes being cast against it.

The report states that the further action of the Legislature will be necessary to make the agreement final. It fixes the capital of the new company at no less than twenty nor more than thirty-five millions of dollars—requires one million of dollars' worth of registered stock to be deposited with the Commonwealth, four hundred thousand dollars with the present company, and three hundred thousand dollars with the State, to pay for the Kanawha improvement, when the works are to be transferred.

It also provides for the completion of canal to the Ohio river in eight years, and the enlargement of the Dock in ten years—and provides for immediate repairs to the canal between Richmond and Buchanan, including dams, bridges, aqueducts, &c., for an annuity to the State of $135,000, which is to be perpetual.

After the reading of the report, a resolution was offered by Mr. Grattan, and a scale vote being called, was adopted, as follows: Ayes, 11,372; noes, 3. It reads thus:

Resolved, That the agreement reported by the Committee be and the same is hereby approved, and that Thos. H. Ellis, President of the company, be and he is hereby instructed to execute the said agreement on the part and in behalf of the James River and Kanawha Company, upon the execution of the said agreement by E. de Bellot des Minieres, in behalf of himself and the parties he represents.

Gen. Taliaferro, from the Committee, offered the following resolutions, which were adopted:

Resolved, That the stockholders of the James River and Kanawha Company hereby express their high approval of the scheme entertained and proposed by Messrs. Bellot des Minieres Brothers & Co., of establishing docks in the city of Norfolk, or other point in this State, with a view still further to facilitate and accommodate the direct export and import trade of Virginia; and they cordially recommend the said scheme to the favorable consideration of the General Assembly.

Resolved, That in view of the magnitude of the public interests involved, and the importance of speedy action, the Governor of the State be and he is hereby earnestly requested to convene the General Assembly in extra session, at such time as he may deem expedient, for the purpose of considering the agreement which has been approved by

the stockholders, with a view to the completion of the James River and Kanawha Canal.

A motion was made to publish the proceedings in the newspapers of Richmond, Norfolk and Petersburg, which was adopted, and the meeting then adjourned.

Thus it will be seen, that so far as the stockholders are concerned, the Canal has been parted with to the French Company, as soon as they comply with the terms, and the Legislature confirms the sale.—*Richmond Despatch, Aug.* 31.

Knoxville (Tenn.) and Kentucky Railroad.

The Knoxville (Tenn.) *Register*, of the 16th, says:

This company is making rapid progress in the construction of this road, near four hundred hands being now at work. The iron for the first ten miles has been purchased from a company manufacturing in Alleghany county, Md. The rail is the same pattern, though heavier, than that used on the Orange and Alexandria road, and will be delivered at Knoxville for less price per ton than any railroad iron ever heretofore brought to this place—the whole cost per ton of 2,240 pounds being only $56 delivered at Knoxville. For this iron the company pay cash on its delivery at Alexandria, Va., the first instalment to be delivered at that point between the 15th inst., and the 1st of September. A locomotive exactly similar to the two new locomotives—the Knoxville and the Bristol—recently brought on the East Tennessee and Virginia road, has also been purchased at one of the manufactories in Paterson, N. J. From all this it will be seen that, by the middle of September or the 1st of October, the track-laying will be commenced, and it is the intention of the company to have the track down and the cars running to the first station, ten miles from the city, by Christmas day. The difference between the estimates and the actual cost of the grading of the first three miles now ready for the track was only $24 57.

Interest on Stocks, Bonds, etc.

The Southwestern Railroad Company of Georgia have declared a dividend of 4 per cent. for the 6 months ending July 31st, and a further extra dividend of 5 per cent. on the same stock, both dividends payable on the 15th inst.

The trustees of the first mortgage bondholders of the Vermont Valley Railroad Company have declared a dividend of 50 per cent. (being the balance due) on coupons of October 1, 1856, payable on and after August 29, 1860, at the office of the treasurer of the Company in Bellows Falls. For the convenience of bondholders in New York and elsewhere, the dividend will be paid for the space of one month, viz., from the 29th of August to the 29th of September, at the office of Alexander Hamilton, jr., No. 41 Wall st., Jauncey Court.

The coupons of the city of Toledo, due September 1st, will be paid by Bliss, Williams & Co., No. 4 Wall st.

Mr. Haws, the City Comptroller, invites proposals for $250,000 of Croton water stock, until the 13th of September next, at 2 o'clock P. M. This stock will bear interest at the rate of 6 per cent. per annum, payable quarterly, and the principal is re-imbursable on the 1st of November, 1883. The Comptroller also invites proposals until Aug. 16, at 2 P. M. for $250,000 of Central Park Improvement Fund stock. It will be issued in shares of $100 each, bearing interest at the rate of six per cent. per annum, payable quarterly, and the principal redeemable on November 1, 1876.

Messrs. Clark Dodge & Co. pay the interest on the bonds of Johnson County, Iowa. The interest coupons due Sept. 1, upon the Florida, and the Florida, Atlantic & Gulf Central Road 7 per cent. bonds, will be paid at the office of H. Meigs, jr., and Smith, No. 30 William st.

The Illinois Central Railroad Company is now paying the principal of the Free Land bonds, due Sept. 1st.

Southern Pacific Railroad.

The Marshall *Republican*, of the 11th ult., has the following notice of Dr. Fowlkes, and the Southern Pacific Railroad:

On Tuesday last, Dr. Fowlkes left Marshall for Memphis and New York, carrying with him the good will and best wishes of our citizens.

The friends of the Southern Pacific Railroad have reason to congratulate Dr. Fowlkes on the success of his labors. At no period since the commencement of this great enterprise, has it occupied such a commanding position before the public.

Dr. Fowlkes, during his brief stay in Marshall, has, we understand, effected an arrangement which virtually extinguishes $250,000 of the paper previously given for its indebtedness. The remaining portion of the paper given in payment of the Texas debt will be discharged in less than sixty days, and ample fund furnished to meet all current expenses, to carry on the work vigorously.

The President of the company has been ordered, by resolutions of the board, to purchase the iron for one hundred miles of road, for which he has ample means.

Messrs. DeGraffe & Smith expect to commence, without further delay, active operations on the work. Their contract with the company requires the construction of fifty miles of road in fifteen months, but it is their desire and intention to finish it much earlier. For this purpose they propose to let out sub-contracts at reasonable rates for cash. Mr. Smith has left for the Northwestern States, to purchase corn, provisions and other supplies, to be in New Orleans ready for shipment as soon as navigation opens in Red River.

The stock books have been closed.

Pittsburg and Connellsville Railroad.

We are informed that the work of laying the iron on the Turtle Creek Division of the Pittsburg and Connellsville Railroad will be commenced in a few days, and the prospects are favorable for the completion of the road to Pittsburg in two or three months. Once completed to Pittsburg, the future of the road is full of promise, and the completion of the Eastern Division to Cumberland may be looked for as a necessity at an early day. The company has had many obstacles to overcome in the construction of the Turtle Creek Division, owing to the avaricious and illiberal course of some of whom the right of way had to be procured. But all the difficulties have been surmounted, and the trains will shortly run regularly to the "Smoky City."—*Connellsville Patriot.*

New Orleans and Opelousas Railroad.

The bondholders of the New Orleans, Opelousas and Great Western Railroad are notified that provision has been made for the payment of the October coupons of interest at London, New York, and in this city. The punctuality with which this company meets all of its obligations, as well as the wisdom and foresight displayed in its general mangement, are the universal theme of some of our soundest financiers and largest capitalist. The bonds at present upon the market are being absorbed for permanent investment by those of our citizens who appreciate unquestionable security with remunerating returns beyond wild speculation with greater prospective (though too often doubtful) results. The New Orleans, Opelousas and Great Western Road is being rapidly extended, and when completed cannot fail to be one of the safest and most profitable enterprises in the country. In fact, it is calculated that at no distant day the alternate sections of land accruing to the company along the whole line of railroad will more than reimburse the full amount expended in its construction and equipment.—*N. O. Picayune.*

Railroad Earnings.

The earnings of the Rock Island and Chicago Railroad Company for August were $133,450
Do. 1859 84,146

Increase $49,304

The receipts of the Grand Trunk Railway of Canada for the week ending August 18,
were $52,395 14
Week ending August 20, 1859..... 41,954 92

Increase in 1860 .....$10,440 22
Total traffic from July 1st, 1860 .....$375,109 27
Same period last year 280,872 13

Increase $94,237 14

The following are the earnings of the Great Western Railway of Canada for the week ending August 24, 1860:

Passengers $21,963 90
Freight and live stock 15,080 25
Mails and sundries 1,410 60

Total $38,454 75
Corresponding week of last year..... 34,968 28

Increase $3,486 46

The earnings of the Troy and Boston Railroad for the month of July compare as follows:

July, 1860. .....$30,410 37
July, 1859. ..... 24,991 82

Increase $5,418 55

The business of the road for the four months of 1859 and 1860, ending August 1, compares as follows:

	1859.	1860.	Increase.
April	(about)		$3,000
May	$23,181	$26,842	3,361
June	21,956	27,446	5,400
July	24,991	30,410	5,419

Increase in four months $17,570

The earnings of the Cleveland and Toledo Railroad for August were $65,910
Do. 1859 62,500

Increase. $3,410

The Hudson River Railroad earnings were:

August, 1860 .....$167,219 75
" 1859 ..... 155,163 78

Increase $12,055 97

EARNINGS FOR THREE YEARS.

August, 1858 .....$139,488 64
" 1859 ..... 155,163 78
" 1860 ..... 167,219 75

The following is a statement of the traffic receipts of the Northern Railway of Canada for the week ending August 25th:

Passengers $1,435 97
Freight 4,135 86
Mails and sundries 78 56

Total receipts for the week $5,650 39
Corresponding week, 1859..... 4,230 49

Increase $1,419 90
Total traffic from Jan. 1, 1860 .....$209,462 73
Corresponding period of 1859..... 144,876 88

Increase in 1860 .....$64,585 85

The earnings by the Chicago, Burlington and Quincy Railroad, in August, were:

	1859.	1860.
Freights	$85,295 34	$183,211 00
Passengers	41,716 41	43,430 50
Mails, etc.	4,187 74	3,380 16
Total	$131,199 49	$230,021 66
Increase		$98,822 17

Railroads of the State of Connecticut, 1839—1859.

Statement showing the Share Capital, Indebtedness, Cost, Mileage, Receipts for transportation of Passengers, Receipts for transportation of Freight, Receipts for transportation of Mails, Operating Expenses, Net Earnings, and Dividends paid by the Railroad Companies of the State of Connecticut, for each year, since the opening of the first road in 1839:

(Being a summary of the tables published in the Journal of the week before last.)

Year.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger Earnings.	Freight Earnings.	Mail, etc., Earnings.	Total Earnings.	Operating and Repairs.	Earnings less Expenses.	Amount of Dividend.
	$	$	$	$	$	M.	$	$	$	$	$	$	$
1839....	500,000	200,000	29,606	729,606	729,606	18.13	20,000	10,000	1,933	31,933	11,500	20,433	*nil.*
1840....	2,150,000	450,000	28,592	2,628,592	2,628,592	102.22	118,889	53,754	9,021	181,664	75,655	106,009	"
1841....	2,300,000	700,000	23,373	3,023,373	3,023,373	102.22	154,334	82,594	9,638	246,566	108,075	138,491	24,000
1842....	3,323,812	1,120,310	19,525	4,463,647	4,340,985	176.22	189,343	130,419	20,673	340,435	151,782	188,653	32,000
1843....	3,323,812	1,067,364	66,977	4,358,153	4,380,215	176.22	190,856	159,105	25,837	375,798	206,227	169,571	27,000
1844....	3,600,000	1,367,364	56,500	5,023,864	4,708,206	176.22	255,654	198,788	30,370	479,812	206,147	273,665	95,000
1845....	4,050,000	1,600,000	121,720	5,771,720	5,268,591	201.75	286,201	237,665	28,915	552,781	252,436	300,345	117,000
1846....	4,730,000	1,631,000	150,000	6,511,000	5,422,888	201.75	323,909	290,750	36,135	650,794	387,848	262,946	86,865
1847....	4,926,318	1,798,000	139,211	6,863,529	5,928,418	201.75	404,415	369,229	42,934	816,578	453,485	363,093	111,060
1848....	5,317,200	2,177,000	82,117	7,576,317	6,942,652	201.75	443,604	425,006	53,989	922,599	420,010	502,589	136,000
1849....	6,588,500	2,231,373	163,957	8,983,830	8,834,070	288.75	502,849	470,685	62,934	1,036,468	472,788	563,680	160,000
1850....	10,122,269	3,308,973	490,764	13,922,006	13,720,451	408.63	1,023,068	624,786	124,918	1,772,772	941,607	831,165	503,832
1851....	11,007,999	4,967,823	545,144	16,520,966	15,494,895	452.63	1,308,704	702,760	151,188	2,162,652	1,139,936	1,022,716	521,522
1852....	11,859,498	5,854,600	681,704	18,395,802	16,962,696	452.63	1,299,927	774,763	160,156	2,234,846	1,308,718	926,128	640,738
1853....	14,336,309	7,428,180	728,999	22,493,498	22,438,326	577.40	1,553,800	936,951	187,442	2,678,193	1,518,357	1,159,836	451,102
1854....	14,831,962	8,011,955	1,039,846	23,883,763	23,151,765	633.85	1,800,668	1,032,533	207,768	3,040,969	1,900,563	1,140,406	488,594
1855....	14,942,337	8,517,167	991,719	24,451,223	23,993,028	648.99	1,809,194	1,058,792	225,662	3,093,648	1,828,401	1,265,247	338,657
1856....	14,953,127	8,779,897	602,454	24,335,778	24,111,787	653.65	1,785,134	1,177,795	240,957	3,203,886	1,924,716	1,279,170	280,271
1857....	14,977,966	8,805,706	827,569	24,611,241	24,204,433	653.65	1,918,938	1,170,874	262,424	3,352,236	2,020,770	1,331,466	378,643
1858....	14,978,166	8,572,680	723,823	24,274,669	24,326,885	653.65	1,595,991	997,735	273,532	2,867,258	1,815,046	1,052,212	295,077
1859....	14,993,227	9,209,848	553,977	24,757,052	24,747,869	654.65	1,692,220	1,206,309	264,602	3,163,131	1,881,243	1,281,888	418,825
21 y'rs.	177,812,502	87,799,240	8,067,577	273,679,309	265,359,881	7,646.71	18,677,698	12,106,293	2,421,028	33,205,019	19,025,310	14,179,709	5,056,186
Average	8,467,262	4,180,916	384,169	13,032,347	12,636,182	364.13	889,414	576,490	115,287	1,581,191	905,967	675,224	240,771

The rates of gross earnings of all the roads of the State has equaled about 12.50 per cent. of their cost, and of net earnings 5.34 per cent. The rate of dividends paid on the aggregate share capital has been 2.84 per cent. The ratio of current expenditures to gross earnings has been about 57.29 per cent. The rate of net earnings would be slightly increased but for the rent paid for leased roads, which is included in current expenditures.

Of the total share capital in 1859, $14,993,227 only $7,564,189 was productive, leaving $7,429,038 or about one-half the amount unproductive. On the productive portion dividends to the amount of $418,825 were paid, equaling 5½ per cent. The average rate for the whole amount, productive and unproductive was 2¾ per cent. The average dividend on the total share capital for the 21 years included in the table has been 2.8 per cent.

In 1859, interest was paid on $7,602,499 of the total indebtedness of the companies, leaving unproductive the sum of $2,161,326.

From these returns it would appear that of the total liabilities of the railroad companies of the State in 1859, $24,747,869, there was $17,166,688 productive, and $7,581,181 unproductive—the latter being, with the above insignificant exception, share capital.

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for August, 1860, compared with the same month of last year:

	Aug., 1859.	Aug., 1860.
Passengers	$15,399 07	$16,428 29
Freight	28,461 36	38,915 57
Other sources	1,686 86	1,816 40
Total	$45,547 29	$57,160 26

The gross earnings of the Panama Railroad Company for July were:

From Passengers	$42,832 25
" Freight of merchandise	60,117 85
" " treasure	12,731 43
Total	$115,681 58
July, 1859	135,000 00
Decrease	$20,000 00

The above figures do not include any mail money. The increase in freight earnings is nearly 100 per cent. on 1858.

The receipts of the Grand Trunk Railway of Canada for the week ending August 25th, 1860, was $60,734 29
Corresponding week last year 46,381 09
Increase $14,353 20
Total traffic from July 1, 1860, to date $435,843 56
Corresponding period, 1859 827,253 22
Increase $108,590 34

Central Ohio Railroad.

The annual meeting of the stockholders of the Central Ohio Railroad was held in Zanesville on 28th ult. The old Board of Directors was unanimously re-elected, as follows:

H. J. Jewett, George James, C. B. Goddard, and Daniel Applegate, Muskingum county; Isaac W. Hall, Guernsey county; J. D. Wright and David McCarty, Belmont county; Elias Fasset and Geo. B. Wright, Licking county; D. W. Deshler and J. Wm. Baldwin, Franklin county; Walter B. Brooks and Thomas C. Jenkins, Baltimore, Md.

Tredegar Iron Works.

A first class locomotive is now being finished at the foundry of Messrs. Joseph R. Anderson & Co., Richmond, Va., for the York River Railroad Company. It is to be called the 'Atlantic.'

We understand that an invitation is about to be extended to the Board of Public Works to take a trip on the line. We have no doubt but that they will be highly pleased with it in every respect.—*Richmond Enquirer.*

Baton Rouge and Grosse Tete Railroad.

We copy the following, in regard to the Baton Rouge and Grosse Tete road, from the Baton Rouge *Advocate.* Announcing the return of Mr. W. S. Pike, the editor says:

In company with Col. Duralde, President of the Grosse Tete Railroad, arrangements have been effected to procure the iron necessary to lay down the unfinished portion of that road beyond its termination on the bayou. We are also informed that Judge Boyce made the negotiations for eighty miles of iron for the Central Stem Road, which is to connect with the Grosse Tete road at the Atchafalaya.

The Baton Rouge and New Orleans road, we are happy to learn, is also in a fair way of being undertaken again, and with the fairest promises of success. Mr. Pike informs us that negotiations have been opened with responsible parties to take the contract, and we are in hopes that in a few days we will be able to announce to our readers that the work will be commenced with vigor and eventually completed to the satisfaction all.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd. Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,183	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	904,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	131
31 Dec. '58	74.0	—	....	11	19	212		Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	7	15	178		Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	...	...	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
-- -- 59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	....
30 Apr. '58	—	—	....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- 59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- 59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	110
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	102,534	—	689,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	—	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,578	171,515	....	88
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	79
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	78½
-- -- '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	86
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- 58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	19	21	278		Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	23	19	313		Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	99 ,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*	—	145,787	511,500	.....	.....	.....	32.0	22,001	30,957	17,233	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	78,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	160,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	---	---	-----	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	98
31 May, '59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.														
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	84
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	224
								MASSACHUSETTS.														
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601.360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,385	2,671,887	28.6	352,512	531,477	208,788	8	106
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	111
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	107
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	107
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	87
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	2
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	.....	—	.....	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	164
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	---	—	-----	—	---	---	-----	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	---	—	-----	183.0	---	---	-----	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	71
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	21
-- --	---	—	-----	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,139	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.														
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	---	---	-----	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	---	---	-----	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- --	---	—	-----	—	---	---	-----	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	---	---	-----	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,059	128,366	8	54
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r. by Eas	tern Mass.	.....	—	82
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	.....	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	53
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	---	---	-----	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	---	---	-----	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	99.2	.....	2,378,392	1,189,399	12	129
30 Nov. '59	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122
1 Mar. '60	—	—	.....	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	---	---	-----	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	132
30 Nov. '59	21.3	—	.....	2	6	17	—	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r. by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	57½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,293	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,383,771	—	40,366,005	655.9	3,945,126	6,200,848	2,791,419	7	84½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	28½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	17
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.0	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,956	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,994	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,000,000	111,886	2,892,909	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	72
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,276	141.2	—	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,067	15	115
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,192	203.5	646,413	772,093	332,093	4	104
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	45
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	302,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.'	170,795	8	85
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	30.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	90
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	656,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,164	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,200,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	16,542,980	*	—	3,573,090	7,650,000	—	11,223,000	250.0	—	676,922	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,764,000	65,800	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	1,710,900	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,[illegible]	[illegible]	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	—	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and Wester	8,851,767	—	605,080	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	94
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,61[illegible]	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	1,000,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	—	—
31 Aug. '59	36.8	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,[illegible]	*	—	[illegible]867,000	661,000	—	1,388,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	[illegible]32,563	—	—	1,809,563	32.3	—	32,411	7,207	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	[illegible]25,[illegible]	1,000,000	206,550	1,631,565	42.2	—	84,017	3,415	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,[illegible]	[illegible]160,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	—	20.2	15	6	—	Lehigh Valley	—	*	—	1,966,356	50,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	[illegible]43,500	86,000	3,299,600	ope	r. by C.	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,613,[illegible]	231,[illegible]	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	[illegible]818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	—	41,356,832	386.0	—	5,362,355	2,231,617	—	52
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	[illegible]00	30.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,556	—	1,208,500	374,800	104,720	1,[illegible]8	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	[illegible]	—	2,724,293	1,245,816	—	46½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	98.0	6.[illegible]	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,960	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	437,499	6	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars Passenger.	Equipment. Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,428	.....	.....	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.9	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,962	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	.....	.....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	60.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,429	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,470	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	.....	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	.....	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	.....	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	.....	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	310,518	.....	59.4	69,870	177,256	60,029	.....	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	.....	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	.....	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,882	310,199	3	.....
	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	.....	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '59	43.0	—	....	31.0	....	....	....	Houston and Brazoria	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	.....	.....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,445	35.0	.....	76,958	.....	.....	.....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
— — '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,682	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	.....	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,496	—	.....
31 Aug. '59	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	....	122.1	....	....	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	.....	.....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar. '59	79 .2	—	....	—	....	....	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	.....	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	.....	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	268,893	491,674	267,192	—	85
31 Mar. '58	75.1	—	....	—	....	....	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	8	64
30 Sep. '59	38.3	—	....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	.....	.....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	.....	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	52
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '57	32.3	—	....	—	....	....	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	.....	.....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	.....	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	.....	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,160	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	459,943	—	124
— — '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	.....	.....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	.....	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	.....	.....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	.....	.....
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	.....	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	28
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	.....	.....
— — '59	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	.....	.....
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	.....	.....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.8	....	....	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	.....	.....
— — '59	60.0	—	....	—	....	....	....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60,0	.....	.....	.....	.....	.....
								NOVA SCOTIA.													
— — '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	.....	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	....	—	....	....	....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	13	128

State Report, 1850.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	61
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	89
" "	700,000	6	1880	87
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	60
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1863	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	97
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	----
1st Mortgage	3,000,000	---	------	----
2d Mortgage	2,000,000	---	------	35
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	82½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	82
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	82
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	76½
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,963,000	7	'62–'63	94
2d Mortgage (S. F.)	1,738,000	7	1875	93
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	73
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	105
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	90½
Construction	4,115,000	6	1875	90½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	66
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	23
2d Land Grant (Western Div.)	353,600	†	------	23
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1863	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	85
1st Mortgage (convertible)	500,000	8	------	99
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80½
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	65
1st Mortgage (convertible)	650,000	8†	1863	65
1st Mortgage (convertible)	1,250,000	8†	1877	52½
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	38
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	----------	---	------	----
----	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	96
Premium Consolidated Stock	8,000,000	6	1883	96
Real Estate	221,000	6	1883	96
New Convertible	3,000,000	7	1864	103½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	98½
3d Mortgage (convertible)	6,000,000	7	1871	98
4th Mortgage (convertible)	3,729,000	7	1880	80
5th Mortgage	1,277,000	7	1883	96
Unsecured (convertible)	2,618,000	7	1871	54
Unsecured (convertible)	2,443,000	7	1862	54
Sinking Fund	2,193,000	7	1875	54
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1880	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----	----------	†	------	----
Peru and Indianapolis:				
----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1850-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	86
Mortgage (convertible)	3,586,500	6	1886	75½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	75½
Real Estate Mortgage	510,450	---	var.	----
Phila., Wilmington and Baltimore				
Mortgage Loan	688,929	6	1880	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1893	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1869	----
Registered	150,000	---	1869	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1867	----
Dividend Certificates	265,800	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	366,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	81
2d Mortgage (convertible)	2,000,000	7†	'68–'70	58
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	10½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ----	----------	---	------	----
---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Sept. 5, 1860.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1874	102¾	103	102¾	102¾	----	103
U. S. 5s, 1865	----	----	----	----	102	102
STATE STOCKS:—						
California 7s	93	93	----	93	93	93
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	98	98	98	----	98	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	81¾	81½	81¾	81½	81¾	81½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	99	----	100	----	99	99
Ohio 6s, 1860	----	113½	----	----	----	----
Tennessee 6s, 1890	90½	90½	90½	90¾	90¾	90½
Virginia 6s	90¾	90¾	90¼	91	91	91½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	87½	88	87½	87½	87½	----
Chicago and Rock Isl.	80	79	79	78¾	78½	78½
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Ashl.	----	----	----	----	----	----
Clev. and Pittsburg	10½	----	----	----	----	10½
Clev. and Toledo	45	44½	44½	44½	44¾	44
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	78	77½	77	77¾	78½	78½
Hudson River	56½	57	56½	56	56½	57½
Illinois Central (scrip)	85½	86	85½	85½	84½	84
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	69¾	69	67½	68½	68½	70
M. S. and N. I. guar'd	43½	43½	42¾	43¾	43¾	43¾
M. S. and N. I.	20¾	20	19¾	20¾	20½	20½
Milwaukee and Miss.	11½	12	12	----	13½	13½
New Jersey Central.	----	----	----	----	----	----
New York Central	84	83½	83½	84	83½	84
New York and Erie	27½	27½	27	27½	27½	27
N. York and Harlem	17½	17½	16¾	16¾	16½	17
N. Y. and H. "pref."	45½	----	----	43½	----	43½
Panama	125	----	124½	125½	125½	126
Phila. and Reading	45	45	45¼	46	45¼	46¼
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	60½	----	----	----	----
" " 2d M.	----	----	35	----	----	33
" " S. F.	----	----	----	----	80	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	79	----	77	76½
D. L. & W. 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8 p.c. '63	----	----	95	----	----	----
" 2M. 8 p.c. '75	93	----	----	----	----	94
Hann. & St. J. 1 M. 8s	----	----	----	73	----	73
Hudson R. 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. 7 p.c. '60	----	----	----	----	----	101
" 3M. 7 p.c. '75	90	----	----	91½	----	----
Illinois Centr. 7 p.c. '75	96½	96	96	96½	96½	96½
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	48½	48	47	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	101	----	101	101
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	87½	----	----	----	88	----
" " 2d M.	64½	59½	59	60½	61	63½
" " S. F.	80¾	----	----	80	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	96	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '59	102½	102½	----	----	----	----
" 3 M. 7 p.c. '71	----	----	98	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	80
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71 55	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	97½	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	84	----	----	----	----
" " 2M. 8s '70-58	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	103½	----	103½	----	103	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	100¾	101	----	----	101	101
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	112½	----	----	----	112½	112½
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	25½	----	----
Columbian	----	----	----	----	----	----
Minnesota	----	----	----	----	----	81½
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	93	----	90½	91¼	91¼	91½
Cumberland Coal Co.	----	----	----	----	13½	----
Penn'a Coal Co.	----	----	82	----	----	----
Pacific Mail S. S. Co.	78	78½	77½	78	80½	82
Canton	----	----	----	----	19¼	18½
Brooklyn Water W's.	103	----	----	102½	----	----

The following are the closing prices in the London Market on the 21st August:

United States 5 p. c. red. '74	92¼	to	93¼
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	88	to	90
Do. do. Fr. L'd red. '60	91	to	93
Do. $100 shares, all p'd.	77	to	79
Mich. Cen. 8 per cent. con. '60	91	to	94
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1882	90	to	92
Do. $100 shares	60	to	65
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	71	to	73
Do. $100 shares	15	to	18
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	93	to	95
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	79	to	81
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	84	to	86
Do. Bonds, 1862, '71, '75 do.	51	to	53
Do. Shares, assented	26	to	28
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	93	to	95
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, September 8, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Fluctuations in the Earnings of American Railroads.

One of the objections urged by foreigners against investments in railroads in this country, is the great fluctuations that take place in the amount of their revenues, and consequently in the market value of their securities. The uniformity in the receipts of the railways in the old country are often referred to by way of contrast, and an inference drawn therefrom very unfavorable to those of our own. In fact, the excessive variations in the earnings of Western roads, particularly, has been regarded as a feature peculiar to those of this country, and as a strong argument against having anything to do with them.

This notion is likely to be greatly changed by the result of the present year. The period from the commencement of railway enterprises in the West, till 1856, was one of uniform prosperity. The crops, year after year, were good, and prices for all kinds of breadstuffs high. This period, too, was marked by the extraordinary emigration from the Eastern to the Western States. Since 1850 3,000,000 of immigrants have landed on our shores, most of whom have been sent far into the interior. The increase in the population of Illinois for the decade that has just passed, which has equaled very nearly, if not quite, 1,000,000, a gain of more than 100 per cent., is a good illustration of the extent of this mighty movement. Several other Western States have increased even in greater ratio. The placing of 3 or 4,000,000 of people from the extreme East to the West, with all their effects, in the course of a very few years, was of itself an immense business for one road.

With the close of the year 1857, this migration mainly ceased. It was followed by two unpropiti-

ous seasons, and with low prices for nearly all kinds of produce, for the markets of the Old World controls the price of breadstuffs in a country like our own, which, with small crops, always has a surplus beyond the domestic wants of our people. Previous to 1857, the rapid settlement of the country, and the immense sums of money sent West for investment, in one way or another, had stimulated speculation and improvidence to an extraordinary degree, so that when the reverse came, hardly a person escaped. Nearly everybody was entangled with his own debts, or those of his neighbors or friends. With the failure of crops, the means of recovery for the whole conntry was also lost. The consequence was that, from July, 1857, to July, 1860, the earnings of Western railroads fell off one-half. Most of the companies in pushing forward what were considered necessary works of improvement, in anticipation of future wants, found themselves caught in the storm. They could no longer borrow, and were forced to resort to their net earnings to pay off pressing liabilities. Dividends were suspended almost without exception, and a large number of companies, only a few months previously in the highest credit, were compelled to suspend payment on their sacred obligations.

The disaster suggested the proper remedy—the introduction upon all lines of the most rigid economies. The conditions of many companies were in this way steadily improved, without any increase in the traffic. They had worked their way into easy financial condition, when the present year of plenty came round, in which the labor of the husbandman has, for the first time for several years, been most bountifully rewarded. A single crop has changed the whole aspect of affairs. The seven North-western States have undoubtedly 50,000,000 bushels of wheat beyond their wants for consumption or seed. All this is in demand, at nearly twice the price of the wretched crops for two years past. Of Indian corn, which is really a much more valuable crop in the aggregate than wheat, we can hardly compute the amount. We suppose the estimate of 150,000,000 bushels for Illinois alone is not too high. The crop is equally good in all the Northern States. Only a very small per centage ever finds its way to market in the berry. It is converted into a great many kinds of other values, and its influence will be seen in the traffic of our railroads for fully a year to come.

The present crop, which has given value to the labor of the country, has brought up the earnings of our railroads to what they were in their most prosperous days. All that is wanted to ensure a steady increase, are fair crops and prices for the future. Europe has had for several consecutive years past good harvests, while our own have been greatly deficient. It is fair to presume that the continents have changed places—we have now a right to expect from the operation of ordinary natural lands, a series of good harvest and good prices to compensate for our poor ones. If so, we may expect a season of prosperity for our railroads, fully up to any yet experienced.

We have not only very excellent harvests in this country, but fortunately they are much more forward than usual. An immense amount, consequently, can be sent forward before the winter sets in. There have been 5,582,189 bushels of wheat received at Chicago for the present, against 2,500 for a similar period for the past year, and 13,130,000 of corn against about 3,800,000 for 1857. These figures show the cause of the prosperous condition of Western roads. The receipts of grain at Chicago the present year bid fair to exceed three times those for 1859. The materials for an abundant traffic for Western for a year to come is secured. All that is wanting to place that portion of the country on its feet again, and to realize all the promises ever made in reference to it, is a few more seasons like the present.

Insurance Dividends.

The Jefferson Insurance Company has declared a semi-annual dividend of $3 per share, (10 per cent.) payable on demand. The Grocers' Fire Insurance Company, a semi-annual dividend of 6 per cent. payable on demand.

Cedar Valley Railroad.

This road, including all the property of the company, was sold at public auction, on the 17th ult., for one thousand dollars. It was bought by the Governor, on behalf of the State.

All the other roads have, or are to share, a similar fate. The first attempt at a system of internal improvement for this new State is thus brought to a disastrous conclusion. It is probable that another system will be immediately devised, better adopted to the wants and means of the State.

☞ Mr. Charles S. Seyton, of Seyton & Wainwright, has been admitted to membership in the Stock Exchange Board.

[We invite attention to the following interesting discription of the new mode of sinking Piles for the foundations of Bridges. The Bridge in question is over the Savannah River on the line of the Savannah and Charleston Railroad. The work was executed by the Trenton Locomotive and Machine Manufacturing Company, under the direction of its Engineer, Wm. Sooy Smith, Esq.,]

(For the American Railroad Journal.)

Pneumatic Piles.

Since I have been engaged in sinking piles for the piers of a bridge over the Savannah River, on the line of the Charleston and Savannah Railroad, I have frequently thought that a description of the method we use, would prove interesting to the general reader, and instructive to civil engineers, not already acquainted with it in all its details. And for this purpose I enclose to you the following account.

First, The characteristics of the stream and the material that forms its bed.

Second, The cylinders and machinery used in sinking them.

Third, The process of sinking the cylinders and its effects upon the workmen.

The Savannah river at the site of the bridge is about eleven hundred feet in width; its greatest depth being about ten feet at low tide-winter level. The tide rises about five feet. The maximum velocity of the current in the channel when the river is at ordinary stage, is about four miles, and during freshets, it reaches no less than seven or eight miles, per hour. There is no floating ice, and very little drift-wood brought down by the stream at any time.

The bed of the stream is composed of a sharp, shifting river sand to a depth of six feet. Through the next nine feet it is finer, and in some places approaches a quicksand in character. Then there is a stratum of very tenacious blue clay mud, two feet in thickness—next a bed of gravel eighteen inches thick, consisting of small, well rounded and polished pebbles. Below this there is a mixture of very fine sand clay, soft at the top but growing harder and harder as we descend through the first six or seven feet, where it becomes so hard as to yield very stubbornly to the pick. Into this indurated mixture we have sunk the cylinders from six to seven feet, or to a depth in the aggregate of thirty feet below the bed of of the river.

The difficulty of securing a good foundation for piers according to any of the methods heretofore commonly practiced in this country, as well as the consideration of economy induced the engineers of the Charleston and Savannah Railroad Company to adopt the pneumatic pile, as affording at once the cheapest and most practicable, permanent and reliable pier that could be chosen for the locality in question.

The cylinders are of cast iron, six feet exterior diameter and two inches thickness of metal. They are provided with flanges on the inside two inches in thickness, projecting three inches and pierced with forty holes each, to receive as many one inch bolts. These unite the different sections of the cylinders which are cast nine feet long each, and the ends truly faced so as to make air-tight joints. We make these joints with paint merely, without the use of rubber rings. There is no flange on the lower end of the bottom section of the piles, but this is turned off to a sharp edge, to diminish as far as possible, the resistance to sinking.

Care was taken to secure a close grained and homogeneous metal, and castings free from honeycomb, or any other defect.

The contract for furnishing all the material and machinery and sinking the cylinders was awarded to the Trenton Locomotive and Machine Manufacturing Company, Trenton, N. J., and the castings are such as to challenge criticism.

Two large flats were constructed, strongly built and firmly united, by heavy timbers running from outside to outside of the flats which are so placed as to leave a canal between them seven feet wide. This canal is decked over to within nine feet of the bow of the flats. The remainder of it is left open as a chamber in which to lower and sink the cylinders. Over this chamber is raised a strong pair of shear-poles from which the hoisting and lowering is done, by means of a wire rope, carried through a very heavy pair of iron double blocks, and taken back to a hoisting drum operated by a sixteen horse power steam engine, placed directly over the central canal and near the stern of the flats. There are four double acting air pumps, the crank shaft of which is coupled directly on that of the engine.

On each of the flats, there is a receiver twenty-seven feet long, and five feet eight inches interior diameter, formed of three sections of the cylinders used for the piles. These are connected with the air pumps and sinking cylinder, by pipes provided with suitable valves, so that the air may be exhausted from one or both at pleasure, and communication opened between one or both and the sinking cylinder.

There is an air-tight cap which can be firmly bolted upon the top of the cylinder, and this cap is sufficiently thick and strong to sustain the entire pressure of the atmosphere upon the area of

a circle five feet eight inches in diameter, when the air is exhausted from within.

There is also an air-chamber or air-lock, the bottom of which is of equal diameter with the cylinder, the upright or cylindrical part being four feet in diameter, and through the offset of the bottom thus formed, light is admitted into the inside of the pile through bull's eyes of glass. Two apertures are also made through this offset; through one of which a syphon pipe is introduced for the purpose of carrying away the water from within, when the material through which the cylinder has to be sunk is too impervious to allow the free escape of the water under the bottom of the cylinder, when air is forced into it through the other apertures above mentioned. There is a man-hole through the top and bottom of the air-lock through which the laborers can pass.

There is a windlass, the shaft of which runs right through the air-lock, so that it may be turned from without by men standing on the projection of the bottom of the air-lock. This windlass is for bringing up the material from the bottom into the air-lock. Through the upright side of the air-lock a chute passes, through which the contents of each sand-bag are discharged as it is brought up by the windlass. This supplementary lock or chute is my own invention, for which I have just received letters patent. Heretofore the sand-bags have been deposited in the air-chamber until it was filled, when it was opened and the bags taken out and emptied.

This rendered considerable space necessary in the air-lock, so that it had to be made of equal diameter with the cylinder. It was then out of the question to get sufficient natural light into the cylinder, and the lamps used by the workmen, burning in the compressed air, with a dense black smoke, almost suffocated them. Besides a scaffolding had to be erected for the men to stand upon who operated the windlass, and the material had to be handled twice, and the work was subject to constant interruptions. All this is avoided by the new form of air-lock.

We are now prepared to understand fully the mode of sinking the cylinders with the machinery just described.

If the water is sufficiently shallow, a single section is first lowered. But if the water is so deep as to require it, two sections are bolted together, and the cylinder thus formed is lowered away in that position. The cap is then bolted on its top and connected with the receivers—the intervening valves being closed. The air is then exhausted from the receivers, and when the cylinder is brought into a truly vertical position, the valves are opened, whereupon the air rushes from the cylinder into the receivers, drawing after it the water it contains. There is a current of sand and water created under the edge of the cylinder, and the whole pressure, due to the partial vacuum formed on the inside of the cylinder, is let fall upon the cap which forces the cylinder down until the resistance becomes greater than the pressure of the vacuum, reduced as it is by the slight leakage which is unavoidable, and by the sand and water that enters. The valves are again closed, the receivers emptied, and the operation repeated, until the resistance to the sinking of the cylinder becomes such as to arrest its progress under the pressure due to the most perfect vacuum that can be obtained. This has taken place in the material with which I have had to deal, at a depth of about eight feet below the bed of the river. Then the top of the cylinder is brought near the water surface, the cap is taken off and another section is put on. When the cylinder ceases to sink, the cap is taken off and the air-lock is put on. The workmen are shut within, and air is then forced in until the water either disappears through the material of the bottom, or rises through the syphon pipe and leaves the bottom dry. The material is then taken up in sand-bags, raised by the windlass, and discharged through the chute or supplementary lock as fast as it is brought up.

When the material has been excavated to the bottom of the cylinder, the workmen are ordered out, and the vacuum again created as before. We thus excavate and force the cylinder to follow the excavation by the atmospheric pressure alone, as far as we can drive it down in this way. When the resistance from friction, on the outside alone, becomes sufficient to prevent the further sinking of the cylinder from atmospheric pressure, if the cylinder has not reached the required depth, the pressure is increased by loading with railroad iron, or any other weighty material at hand. In one instance, I put on twenty tons of railroad iron cross-piled, on the top of the cylinder. Heretofore the material has always been taken out almost entirely by hand; but we now rely mainly upon a current of air, which we establish and maintain through the syphon pipe, to pick up and carry out the sand from the bottom. I had a piece of incompressible rubber hose manufactured, fitting over the wrought iron syphon pipe, and sliding freely upon it. Then, by means of a circular clamp, I can fit it at any point. This enables us to hold the foot of the pipe near the surface of the bottom, so as to allow the air forced into the cylinder to escape through it. And we find that a current of only five pounds to the square inch will convey sand and pebbles up through the syphon pipe, and discharge them into the open air as fast as two men can shovel the material to the mouth of the pipe.

The sand is discharged in a constant stream, and the pebbles are scattered like grape or canister shot from the mouth of the pipe. The excavation of the sand and gravel has thus become comparatively easy. But we find it extremely difficult to keep the cylinders in truly vertical position. The escape of the air forced in, under the lower edge of the cylinder, so disintegrates and stirs up the sand on the outside, that the lateral resistance, for the time being, is very slight, and if the resistance to sinking happens to differ ever so little on the opposite sides of the pile, there is a tendency in it to settle over towards the one upon which it is least. Pulling and hauling the cylinders into vertical position, raising and lowering the sections, taking off and putting on the caps and air lock, and making joints in the cylinders and syphon pipe, consume perhaps the larger portion of our time. When the piles are sunk to a depth of from six to seven feet in the hard bottom, sections will be cast of suitable length to bring them up to the proper level above the water surface. They are then to be finished with an ornamental capital or moulding, and filled with concrete.

The piers and abutments are formed of two piles each, united by horizontal and diagonal bracing; except the pivot pier for the draw, which consists of five piles, and the two adjoining piers of four piles each.

The effects produced upon different individuals by the pressure of air under which we are compelled to work, (sometimes 20 lbs. to the sq. inch) are most curious. In some it produces neuralgia, in others affections of the throat and chest. Standing in the air lock when the compressed air first enters, the pressure upon the ear drum is most painful, until the elasticity of the air on the inside and outside of the ear becomes equal; when the pain ceases. This equality can be established from time to time and the pain relieved by swallowing which opens the eustachian tube and allows the compressed air to enter the ear. The heat generated by friction in the pumps and pipes and by the compression of the air, so heats the current that enters the cylinder, that in the coldest weather we are made comfortable, while in the hot summer months we have found the heat insupportable, and have been obliged to discontinue the work until the weather becomes cooler. When the compressed air is allowed to escape into the external atmosphere suddenly, the expression produces an intense cold, which condenses the moisture in the air on the inside of the cylinders, and envelopes us in a thick fog.

The chill thus produced is very trying, and this change in the elasticity of the air is again accompanied by severe pain in the head.

When troubled with colds we find that the pain we suffer is greatly aggravated. But for all this we feel that we are rewarded by the belief that the work upon which we are engaged will last as long as time shall endure.

Wm. Sooy Smith, Civil Engineer.

Illinois River Railroad.

Alexander Studwell, Esq., of New York city, has furnished the money for the completion of the Illinois River Railroad bridge, and N. H. Decker, Esq., who has the contract for building the same, guaranties its being finished by the first of December next.—The work upon it was commenced yesterday, and knowing the energy and perseverance of Mr. Decker in such matters, we have no doubt but that the bridge will be completed by the time mentioned. The Illinois River railroad is now open from Pekin to Virginia, in Cass county, a distance of sixty miles, and we may look with confidence upon the cars reaching this city by the first of January. This road is of vital importance to Peoria, and one in which our citizens have a deep interest, and every assistance should be rendered it regarding the right of way so that no obstacles be thrown in the path of its advancement; for, by benefiting the road we benefit every man who is in any way connected with the business prosperity of our city.—*Peoria Union, Aug. 28th.*

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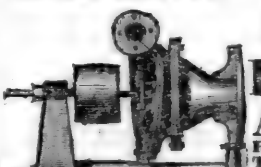
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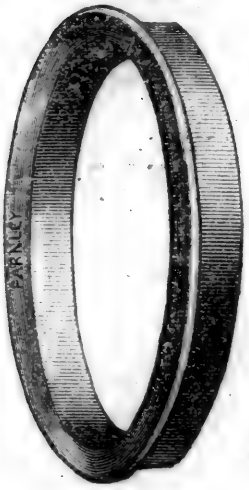
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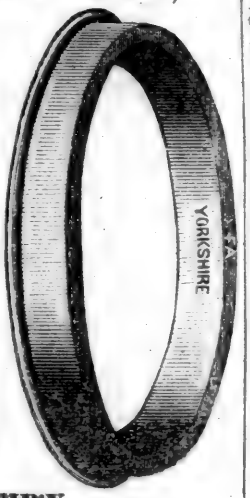
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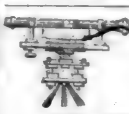
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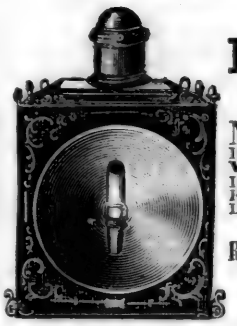
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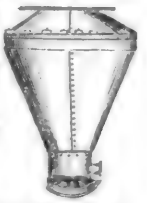
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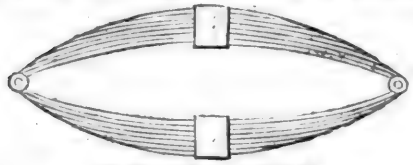
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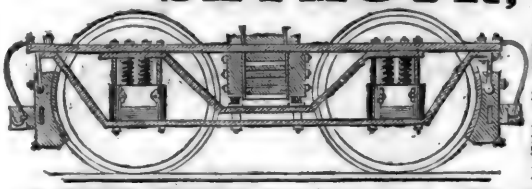
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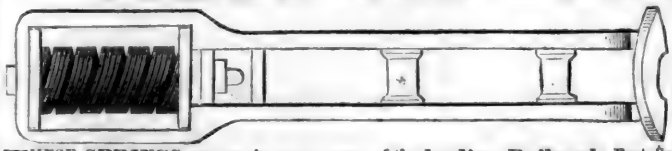
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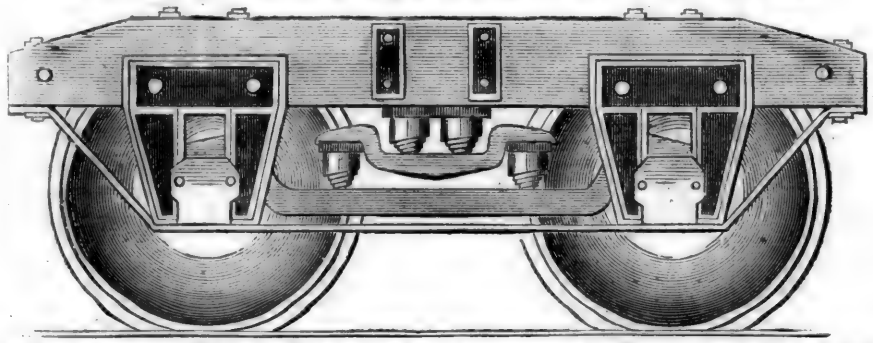
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PRINCIPAL CONTENTS.

California Central Railroad 813
The Canal Revenues 814
Alabama and Florida (Ala.) Railroad 814
Early History of New England Railroads 815
Sandusky, Dayton and Cincinnati Railroad ... 816
General Railroad Law as to maintaining fences. 816
Frauds by Conductors of Railroads 817
Illinois Central Railroad 818
Mobile and Great Northern Railroad 818
Railroad Progress in Massachusetts 820
What can the Erie Railroad pay on its debt share capital? 828
Population of Western Cities 829
Louisiana Sugar Crop 830
Morris and Essex Railroad 830

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, September 15, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$1.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

California Central Railroad.

Below we give the recent exhibit of this company, which is engaged in constructing a very important work. The people of this State are beginning to move with vigor in the construction of public works. Not many years will elapse before they will penetrate any accessible portion of the State. The greater portion of it is admirably adapted to this construction. The only road yet opened is doing a good business, and shows what may be expected from other well located lines. The following is the statement referred to:

The California Central Railroad Company was organized under the General Railroad Laws of the State, on the 27th of April, 1857, for the purpose of constructing a railroad from a junction with the Sacramento Valley Railroad, at Folsom, to the City of Marysville, on Feather River, a distance of about 44 miles. By the articles of association the Share Capital of the company was fixed at $1,200,000, and it was also authorized to issue bonds to the same amount.

ROUTE OF THE ROAD, AND ITS PROBABLE BUSINESS.

The route of the road extends from the town of Folsom to the City of Marysville, skirting for its whole length what are called the *foot hills* of the Sierra Nevada mountains. These mountains are traversed by rapid streams, along which are the only routes praticable for wagon-roads into them, in the narrow valleys of which are located the mines, and the great bulk of the population of the State. The route of the road approaches as near as practicable to the foot-hills, and, at short distances from each other, crosses the great roads to the mines. It is thus in position to secure all the business and travel going to and from them, and can, from its position, have no competing work. The accompanying map will show the relation of the road to the mines.

The road when completed, will do the business of the counties of Placer, Nevada, Yuba, Butte, Sierra, Plumas, Tehama, Shasta and Siskiyou, containing at the present time, a population of at least 200,000 souls. It will form a part of the route to the newly discovered Silver Mines in Carson Valley, which is now the seat of a large population, and between which and the cities of San Francisco and Sacramento, an immense commence has already sprung up. From Marysville to Oroville, a distance of 25 miles, a railroad is already in process of construction by another company, which will be an important feeder to the Central Road. The people of the State are taking active measures for the construction of that portion of a great overland railroad, lying within their territory. This road is to commence at San Francisco, and, sweeping around the head of the Bay, is to be extended to Folsom, by way of San Jose, Stockton, and other important towns. To cross the mountains, it is necessary to follow up the waters of the Feather River. The construction of the proposed road from San Francisco to Folsom is not at all necessary to the success of the California Central Railroad, and is only referred to, to show that the latter will form a part of the great line through the State, when it is constructed.

At the present time, the only railroad in the State is the Sacramento Valley, extending from the city of Sacramento, the head of navigation for large boats, to the town of Folsom, a distance of 22 miles. Although the people of California have been too much occupied about more pressing matters, to be able to give much attention to the construction of railroads, there is no State in the Union in which they are more needed, nor in which they would be so productive, for several reasons: 1st—notwithstanding the great extent of the State, the bulk of the population is concentrated within a comparatively small area; 2d—this population is more productively employed than that in any other portion of the United States; 3d—it draws its entire support from a distance, and must use the California Central Railroad for this purpose; 4th—the rates of railroad charges in California are four times greater than in the Eastern States; 5th—owing to the absence of frost and snow, and to the prevalance of the dry seasons, the cost of maintaining railroads is much less than in other States; and 6th—the railroads of the State must, for a very long time to come, enjoy a complete monopoly of the business of their routes.

The Sacramento Valley Railroad, which is to be considered as a portion of the California Central line, may be taken as a good illustration of the facts stated. This road is only 22 miles long. It has very little local traffic. Running at right angles to the mining districts it touches but one important point, and accommodates but a portion of one county—Eldorado, containing a population of about 40,000 souls. Yet, with its short line and with the limited area from which it draws its trade, its earnings already equal those of the first class roads of the Eastern States, as will be seen by the following statement, covering the whole period since its opening:

	1856.	1857.	1858.	1859.
Earnings ..	$173,433	$178,186	$190,436	$270 293
Expenses ..	87.483	87,463	80,8?5	126,506
Net...	$85,950	$80,623	$108,551	$143,787

The shortness of the line is a great drawback as business converging only at one point passes over it. The teams upon the mountains, lying only a few miles north or south of the eastern terminus, find it more convenient and cheaper to proceed direct to Sacramento than go out of this course, and break bulk at Folsom. A Railroad crossing these routes, would, every few miles touch points equally as important as Folsom, and from which an equal traffic would be secured. It has been ascertained by actual count that, on an average, 186 tons of freight leave the city of Sacramento, daily, for the counties of Placer and Nevada alone. When it is considered that nothing is produced in the mountains, and that the entire support of the miners is drawn from Sacramento, this statement will not appear extravagant to any one. There is an equally active movement of persons. It is well known that the miners, most of whom have no local ties, are constantly on the move. The whole population of the district accommodated would pass over the Road many times each year. The

passenger traffic on the Sacramento Valley Railroad the past year was equal to 59,416 persons. Based upon these facts, the following is an estimate of the annual earnings of the Road as soon as it is finished :—

50,000 through passengers, $3 50.....	$175,000 00
50,000 way passengers, chiefly between Lincoln and Folsom, ... $2 00,	100,000 00
46,000 tons through freight, $4 00,...	184,000 00
60,000 tons way freight, chiefly between Lincoln and Folsom, $2 00,	120,000 00
Mails and express matter,.....	15,000 00
Total earnings,.....	$594,000 00
Expenses in operating and maintaining Road, 40per cent.,.....	237,608 00
Net earnings,.....	$356,400 00

The Sacramento Valley Railroad earned last year $143,700, net, which is at the rate of about $7,000 per mile. The gross earnings of the California Central Railroad are estimated at only one-half greater. It must certainly accommodate five times the population. Its length of line is fully twice as great. The Sacramento Valley Railroad does not touch a single important town, while the Central Railroad will do the entire business of all the important towns in the Northern portion of the State. The city of Marysville is the third town in importance in the State, and commands the trade of a very extensive country. The conclusion is irresistible that the annual earnings will at least equal the above estimate. In addition to the traffic of the mining districts, there are now manufactured near the line of the proposed Road, at least 100,000,000 feet of lumber annually, a very large portion of which is sent down to Sacramento by wagons on their return from the mines. A large portion of this lumber, which goes to Sacramento, will take the Railroad; this lies on the out edge of the wooded district of the State, and will have an immense trade in wood for fuel, as well as in all kinds of lumber. The Road, too, traverses a very excellent agricultural section, being a portion of the great valley of the State lying between the Sierra Nevada and the coast range. Every condition exists, consequently, for a first class work in regard to the traffic;—an abundant population, engaged in the most profitable of all pursuits, and who will draw their entire means of support over it; a large and profitable local business; high rates of charges; a climate admirably adapted to the cheap working and maintenance of the Road; an entire freedom from competition;—of all which a sufficient illustration is furnished by the Sacramento Valley Railroad.

PROGRESS AND CONDITION OF THE WORK OF CONSTRUCTION.

The construction of the Road was commenced in 1858. At the present time the graduation of the entire line is nearly completed—a further expenditure of $20,000 being ample for this purpose. The whole is in such a state of forwardness that, with ample means provided, it could be completed sooner than the rails could be laid upon the track. All the more expensive and difficult structures have been constructed. The total amount of estimates allowed up to the present time, cannot be less than $1,400,000. All the rails necessary for the Road have been purchased, and are either upon the line on the Road or are being rapidly forwarded to it. An equipment, consisting of five locomotives with a supply of cars adequate to the immediate wants of the Road, have also been purchased and have been forwarded to the line of the Road.

FINANCIAL CONDITION OF THE COMPANY.

The amount expended in construction has been derived chiefly from assessments on the Share Capital of the Company. Of the whole amount of Bonds provided for, about $400,000 have been issued and sold. A portion of the balance are now offered for sale. They are a first mortgage of the Road, and its property and franchises, and bear 8 per cent. interest, payable in the city of New-York, 20 years after date. It is believed that no better security of the kind has been offered in this market. They have only to become known to take rank among those of the first class. To pay the accruing interest the Road has to earn less than $2,500 per mile, net, while those of the Sacramento Valley Railroad are nearly three times greater.

The Canal Revenues--Increase of Nearly $700,000!

Tolls received on all the Canals of this State in the fourth week in August, 1860,	$122,358 90
Do. in 1859.....	57,964 12
Increase in 1860.....	$64,394 78
Whole amount of tolls received in the month of August, 1860.....	$409,439 28
Do. in 1859.....	208,914 30
Increase in 1860.....	$200,524 98
Whole amount of tolls received from the opening of navigation to and including the fourth week in August, 1860.....	$1,563,896 42
Do. in 1859.....	895,165 19
Increase in 1860.....	$668,731 23

This presents an aggregate of $39,337 13 per week, and $157, 348 52 per month, since navigation opened. A like gain to the close of navigation would carry the increase to more than $1,-100,000; but this cannot be expected unless the tolls are raised on wheat, corn and flour to the rates of 1857, as they probably might have been, without any injury to the trade on the Canals.

While the carriers by rail and by water are putting up prices in accordance with the laws of commerce, we see no reason why the State should open its avenues of transit at cheaper rates than formerly.

This statement shows the tolls received on all the Canals of the State from the opening of navigation to the first of September during the ten years stated below, giving the increase and decrease of each year compared with 1860 :—

Tolls of 1860.	$1,563,896 42.	
1859.	895,163 00.	Increase in 1860 over $668,731
1858.	1,185,835 00.	" " 378,961
1857.	1,176 603 00.	" " 387,293
1856.	1,386,122 00.	" " 177,774
1855.	1,460,877 00.	" " 103,019
1854.	1,514,560 00.	" " 49,336
1853.	1,795,336 00.	Dec.in'60 comp'd with 261,440
1852.	1,737,038 00.	" " 173,142
1851.	1,938,247 00.	" " 374,351
1850.	1,662,800 00.	" " 96,904

The large Canal tonnage in 1853, with a rate of toll 100 per cent. on merchandise over present rates, and 33 per cent. on wheat and flour, would of course swell the receipts largely above any other since the reductions of 1852 and 1858. The increased shipments of the present year over former periods, since 1856, have no doubt contributed largely to our increased receipts; but it is believed that if the rates of 1857 had been restored on wheat and flour, and half a mill increase had been fixed on corn, the aggregate receipts at the present time would have reached those of 1853.

Of the whole amount of tolls received up to this time, $1,048,581 were taken at the three tide-water offices, and at Buffalo and Oswego. Of the whole increase the present season ($668,731) there was taken at the three tide-water offices and at Buffalo $526,154 of it. The gross tolls the present fiscal year will amount to about $2,400,000, against $1 814,362 in 1859. Gain in 1860, $585,-638.

The "Surplus Revenue" applicable to the payment of the principal and interest of the stock debt of 1846, it is estimated, will be very near $1,600,000 against $962,000 67 last year; showing an increase during the year of about $638,-000.

While no portion of this surplus can be applied to any other object of State indebtedness than the Canal Stock Debt of 1846, the people will rejoice to learn that another million of that debt will be paid off next January by Canal Tolls, and that they may confidently look to a speedy removal of that mortgage from their farms and the trade of the State.

We remark that the increase of "surplus" over the increase in the gross tolls for the fiscal year, is owing to the reduction in the expense of repairs and collection during the present fiscal year, compared with 1859.—*Albany Evening Journal.*

Muscogee Railroad.

The gross earnings of this road for the fiscal year ending July 31, 1860, were $232,218 93, and the expences for the sam time were $131,832 05, leaving a net profit of $100,386 88, or about 16 per cent. on the capital stock.

The financial condition of this company has never been as good as it is now, and the future looks flattering for an increase of business over this line. A dividend of $4 per share, payable on demand, was declared, and $45,000 appropriated to buy some of their bonds maturing in '62, only $7,500 of them could be obtained, and the remainder of the appropriation was invested at 7 per cent.—*Savannah Republic.*

Alabama and Florida (Ala.) Railroad.

At the commencement of the fiscal year ending 30th June, 1860, the Alabama and Florida Railroad was open to Greenville, 43 miles south from Montgomery, and since the 15th February it has been operated to Bolling, a station 9 miles further south. The average length of road operated during the year has, therefore, been about 46 miles.

The receipts for the year have been—

From passengers	$42,936 69
" freight	46,340 57
" mails.....	11,825 00
Making a total of.....	$101,102 26
The current expenses have been	63,235 67
Showing a net income of.....	$37,866 69

The quantity of cotton transported over the road during the year has amounted to 25,635 bales.

The net income of the road has been passed to the credit of interest account, leaving now to the debt of that account $63,183 21, which is the balance of interest over and above the net income of the road, paid out on loans of every description from the organization of the company up to the 1st of July, 1860. Last year the balance of this account amounted to $55,010 49, and the total outstanding debt of the company to $587,777 86. The debt of the company has been increased within the year to $937,751 86, by the sale of the Land Mortgage Bonds, and the interest account has been increased within the same time only $8,-172 72; showing that the receipts on the mileage of road in operation has paid all expenses of working and keeping up repairs, and come within $8,-172 72 of paying the interest on the entire amount of debt, of which not less than $300,000 has gone into unfinished road, and for iron and machinery not yet in use.

Within the year there has been sold of the Land Mortgage Bonds $353,500, and up to the present time, the entire amount of bonds put in market and sold, amouting to $803,500, have been sold at par. This high credit is a gratifying indication of the confidence of capitalists in the value of the work, and which is now so nearly completed.

On the first day of October last, offices were opened for the disposition of the lands granted by Congress to aid in building the road. Up to the 1st of July, the Register reports the sale of 8,984

acres, for the aggregate sum of $29,250 06 of this sum $8,496 89 has been paid in cash, and $20,728 54 in notes bearing interest. In compliance with the conditions of the mortgage, the sum paid in cash has been applied, first to the payment of the expenses of the Land Department, and the remainder to the purchase of $6,500 of the convertible bonds due in 1863.

"In December last says the President, I closed an arrangement for the connection of the Mobile and Great Northern Railroad with your road within five miles of the Florida line, upon terms entirely satisfactory. No discrimination is to be made by either company in its rates of freight or passage against the other, and every effort is to be made by both to work their roads in close connection and with dispatch. I have suggested to the President of the Alabama and Florida Railroad, of Florida, to consider the propriety of arranging with this company to work his trains up to the same place, so that the point of junction with both the Mobile and Great Northern, and the Alabama and Florida Railroad, of Florida, being the same, it will greatly promote the convenience of passengers, and afford increased facilities for the arrangement and transfer of freight.

At your last annual meeting, the road to Greenville was in operation, and I felt confident we should have by this time very nearly, if not quite, one hundred miles completed, where as we have only about sixty-two miles now in use, which is continuous from Montgomery south.

In answer to the enquiry which very naturally comes from you to the Board of Directors, why is it that with ample means you have fallen so very far short of what you expected to accomplish within the year that is past? The Board had every reason to believe that the Florida Company would complete their road up to the State line by the 1st of April, 1860, and ordered all the iron for the road south of the 65 mile station to be landed in Pensacola, and the 50 miles from the Florida line up to the 65 mile station, to be laid down from that end of the road. I at once made the necessary arrangements to carry out these views, by contracting with Messrs. JOHN FRASER & Co., of Charleston, for 2,000 tons of iron—1,200 tons of which were landed in Charleston, and has been used in completing the road down to the 62 mile station—the other 800 tons was landed in Pensacola in December.

I purchased in Philadelphia 1,200 tons, to be delivered in June and July, of which 400 tons have arrived in Pensacola, 200 tons are on the way, and the other 600 tons will be put on the way as soon as I order their shipment. I very willingly gave an extension of time on the contract, after I found we could not begin to lay it down as soon as I expected.

I also closed a contract in April with the Messrs. PEABODY & Co., of London, for 2,000 tons, which is all that will be required to complete the road. This iron is to be delivered in October, November and December; and as I am advised that the Florida Road will be completed up to the State line by the 20th inst., I hope nothing will interfere to prevent the rapid progress of the work. Everything has been provided on our part—we have now 1,200 tons of iron in Pensacola, and contracts for the delivery of all that is required to complete the road as rapidly as it will be needed. Two first class locomotives and train of freight cars are at Pensacola ready to be put in service on the southern end of the road."

On the 1st July the road was finished to Pittstown, and opened for public use on the 4th July. The year 1860-61 therefore commences with a road 60 miles in length. It will be extended to Garland, 65 miles south of Montgomery by the 1st September at latest. This is as far as it is contemplated to work southwardly.

On the completion of the track to Garland, the force engaged in track-laying will be joined to that now closing up the work in Florida, and will be ample to lay 8 miles per month as the road-bed is prepared for the track and the bridges finished. By the 1st December the extension of the track from the Florida line to Sparta will be completed, and the whole road by the 1st April, 1861.

BALANCE SHEET, JULY 1, 1860.

LIABILITIES.

Share capital paid in		$577,952 70
Convertible bonds due 1863, guaranteed by Directors		150,000 00
Mortgage bonds guaranteed by M. & W. P. and A. La. G. R. R. Cos., due in 1867		300,000 00
Land mort. b'ds due 1869	$550,000	
Do. do. on hand.	196,500	
		353,500 00
Bills and notes payable		105,255 23
Open accounts		28,996 63
		$1,515,704 56

RECOURCES.

Cost of road		$1,224,084 66
Balance of interest account		63,183 21
Nine locomotives		75,900 00
89 cars of all kinds		46,440 00
Car factory, materials on hand		5,860 78
Machine shop, machinery and materials		9,174 16
Road tools and teams		1,920 45
Depot buildings at Montgomery		24,773 15
Road and outfit		$1,451,336 41
Land and lots in and near Montg'ry		14,749 89
Due by banks, etc.		23,009 40
Bills receivable for stock		4,526 75
Open accounts		20,639 83
Cash on hand		1,442 28
		$1,515,704 56

Officers of the company 1860-61:

CHARLES T. POLLARD, *President.*

SAMUEL G. JONES, *Chief Engineer & Sup't.*

J. E. BAKER, *Treasurer and Secretary.*

Principal Office, Montgomery, Montgomery Co., Ala.

Early History of New-England Railroads.

We had intended to have published at the time it appeared the following article from the *Boston Journal*, relative to the early history of railroad enterprises in New-England, but being laid aside it for some time escaped attention. We now give the article entire for the purpose of preserving a record of the early history of the railroads of the country.

A few evenings since, some of the early friends of the Boston and Worcester Railroad met the Directors of that road, by personal invitation, at a little supper party at the United States Hotel. Among the number were Hon. Nathan Hale, first President of the company, Hon. Geo. Morey, its first Treasurer, and Hon. Mr. Buckingham. Mr. Twichell, the President of the Company, presided, Remarks were made by the President, Mr. Hale, Mr. Morey, Mr. Buckingham, Geo. B. Blake, Esq., Josiah Stickney, Esq., Ex-Gov. Wells of Maine, and others, recalling, among other things, the early history of the enterprise.

In response to a call from the President, who alluded to the part which Mr. Washburn, one of the Directors, had taken in the inauguration of the system of railways in New-England, Mr. W. stated that his first connection with the scheme was in June, 1826, when, as a member of the House of Representatives, he was placed upon a committee which was raised, upon the motion of Dr. Abner Phelps, then a member from Boston, to consider the practicability and expediency of constructing a railway from Boston to the line of New York, in view of its extension to the Hudson River. The other member of the committee was Geo. W. Adams, Esq., son of President Adams then a member from Boston.

The first meeting of the committee was upon the 26th of Sept., 1826. one reason for the delay having been the difficulty of finding any accredited treatise upon the subject of railroads, and a desire to obtain the work of Mr. Strickland, then recently published, which was received here about that time.

The committee addressed circulars to the various towns along the route, to ascertain the probable business wants of the community, and the result of their inquiries and examination was a report in favor of such an enterprise, dated Jan. 19, 1827.

They found, as might have been expected, that the public, having never made any inquiries upon the subject, were wholly indifferent in respect to it, and that something must be done to arouse attention to it. For that purpose Mr. W. prepared a series of articles over the signature of "Agricola," which were published in the Worcester *Ægis*, in November, 1826, and being upon a subject novel and interesting, whose author was unknown, they were copied into several other papers, and pretty generally read, and are believed to be the first writing upon the subject in Massachusetts.

It was obvious that the first thing to do to carry forward any such measure, was to enlighten the public mind upon it, and this was undertaken by able and efficient hands. In Jan., 1827, Mr. Hale began and published in the *Advertiser* a series of articles upon the *practicability and expediency of a railroad from Boston to Connecticut river*, which contained a large amount of valuable information, and did much to inform the public mind and arouse public attention to the object. This was followed by an able pamphlet from the pen of Hon. Theodore Sedgwick, under the signature of "*Berkshire*," in 1828: and the value of the efforts of these gentlemen, especially the former in the cause, could not be over estimated.

The report of the committee met with the fate which might have been expected, in the then present state of knowledge upon the subject. It was made the butt of wit and ridicule during the whole session. The idea of a railroad across the hills in Worcester and Berkshire was too extravagant to deserve anything but to be laughed at. And, time and again during the session, the member from Lanesboro' and one of the members from Pittsfield amused themselves, during debates in the House, by gravely inquiring of the member from Leicester among other things, if he had had any despatches from the moon by the way of his railroad yet.

The committee, however, insisted that the project was a question of time only, and they were content to let time settle it—as it has since done. The measure then inaugurated did not rest until its final and successful accomplishment.

In justice to all, it should be borne in mind that the subject was then not only a new one here, it was hardly less so in England. The Stockton and Darlington Railroad had been opened in September, 1825, and a locomotive engine had been placed upon it, which, in one part of its experimental trip, traversed 8¾ miles in 65 minutes, and in another part, 12 miles in 3 hours and 7 minutes. But when, they concluded to run a passenger car upon the road, it was drawn by horse power.

Fortunately the State had in Gov. Lincoln an able and consistent friend of internal improvement and internal commerce.

In 1827, a Board of Commissioners, consisting of Judge Mitchell and Col. McKay, was appointed to survey routes for a railway from Boston to Albany. They made a report in January, 1828.

This was soon followed by the creation of a Board of Internal Improvement, in 1828, to carry forward measures to open a communication for the trade and business of Boston, which was obviously in danger of being diverted into other channels, and lost to that city.

The only kind of locomotive power then contemplated to be used upon railways, was that of

horses. It had been gravely stated by civil engineers, and adopted as a dogma in mechanics, that an engine driven by steam power could not ascend a higher grade than 27½ feet to the mile.

It was not until October, 1829, when Mr. Stephenson's engine, the "Rocket," was tested and found able to run thirty-five miles in an hour, upon the Liverpool and Manchester Railroad, that the experiment of using steam power could be considered a success.

The importance of opening a communication with the interior, was now becoming every day more pressing. A company was incorporated, in 1829, to build a railroad to Lowell.

In June, 1831, an act of incorporation was granted, upon the petition of George Bond and others, to a company to construct a railroad from Boston to Worcester; but the scheme seemed to be so problematical, its profitableness, if it was built, so doubtful, that a subscription for a sufficient number of shares in such stock to inaugurate the enterprise, was obtained with great difficulty.

The company was organized in July, 1831, by the choice of Nathan Hale President, David Henshaw, George Bond, Thomas Motley, Daniel Denny, Joshua Clapp and Henry Williams, Directors—names which ought ever to be remembered with honor by this community, as the active pioneers in this enterprise.

Their first effort was to ascertain the cost, the amount of business, and the reasonable profits of the road if constructed; and, in Jan., 1832, they made a report on those subjects, which Mr. W., begged permission to read, in order to contrast them with the present condition of the road.

The whole number of passengers between Boston and Worcester, including those going and coming through that town, they estimated at 54,000 a year. The number of tons freight per year, 30,000; giving a return for passengers $67,500, and $75,000 for freight, or a total of $142,500, with a possible increase of 50 per cent. at some future day.

The cost of the road was estimated at $883,904. But to cover contingencies, they called it $1,000,000, while they supposed $34,148 per year would cover repairs, so as to leave a net income of $108,352.

By the effort of these directors, and their immediate co-workers, among whom was Mr. Morey, the measure went on, and in Jan., 1852, the Directors of the Worcester road petitioned for an act of incorporation for the Western road, to extend the anticipated communication to Albany.

In April, 1834, the first engine ran over a part of the road, and July 6, 1835, the road was opened through to Worcester.

And now, he asked, what are the actual results of the road at the end of twenty-seven years, compared with the most sanguine hopes of its friends? The road, instead of costing $1,000,000, had cost $4,689,090. The number of passengers, instead of 54,000, was 1,603,000. The freight, instead of $142,500, was $1,050,000. The income from the business to and from Worcester alone, in 1859, was within a fraction of $72,000; while the net earnings of the road, intead of being $108,352, have been $498,000.

It has been hardly possible to keep pace with the growing wants which the very facility supplied by those roads has created. Nobody knew or presumed to anticipate their stupendous importance, or even what would be required to work them. The famous "Rocket" of 1829 was a *four ton* engine, and ran for eight years on the great thoroughfare between Liverpool and Manchester—in singular contrast with engines six times that weight now running over the mountains between Boston and Albany.

Everything seems to have keep pace with this growth of business along those railroads. The stock of the Western road, when it asked for aid of the State in 1838, was not supposed by its most ardent friends, would ever be more than a four per cent. investment. It was now paying a dividend of eight per cent. and was selling at six per cent. advance in the market.

Boston of 1838 had grown from 61,000 to almost 172,000 in 1855. Worcester in 1830 had its 4,000, now it had nearly six times that number. The whole Commonwealth had shown the influence of this system in its trade, its population, its wealth and its general prosperity.

But their influence upon the moral and social condition of the Commonwealth was scarcely less marked than upon her business. It was but another illustration of effect of opening a free and easy avenue for trade and commerce. History tells us how Venice was luxuriating in all that art and luxury minister to a city, while through Germany and France, now but a few days journey distant, the rudeness of barbarism still prevailed, for the simple reason that there were no means of easy intercourse between them.

The railroads of Massachusetts have wrought an entire change in the relations between the people of its different sections. Berkshire, before 1830, had little in common with Boston. Its trade, its opinions, its politics and its interests had far more to do with New York than with the eastern half of the Commonwealth. Every region had its own public sentiment, and Boston dared not pronounce what the people wanted, as a measure of prudence or policy, until the "River Gods" had been heard from. Now, everything tends to centralization. Boston has become the focal point, the great exchange, where even local opinions as well as general politics are discussed and regulated. The railroads have set the whole community in motion, and that system whose humble origin he had been tracing, was now felt in every interest and every section of New England.

Sandusky, Dayton and Cincinnati Railroad.

The earnings of this road for the current year, have been as follows:

From freight	$283,944 44
" passengers	125,190 65
" mail	16,074 00
" express and extra baggage	12,296 61
" storage	2,159 92
	$139,655 62

EXPENSES.

Machine shop	$3,810 37	
Maintenance of way	106,777 77	
Locomotive power	87,745 06	
Train expenses	44,202 47	
Station expenses	54,454 87	
Office expenses	30,084 33	
General expenses	6,491 83	
		333,566 70
Net earnings		$106,098 92

Compared with the last fiscal year, these figures show the following changes:

Diminution of gross receipts	$138,292 96
Reduction of net earnings	119,783 65
Saving in expenses	$18,509 31

The decrease in the net earnings is attributed to the partial failure of the crops in Ohio in 1859; to the opening of a new railroad route from Dayton to Toledo during the last fall, causing a diversion of business; to the late opening of the lake navigation at Sandusky, this year—the 23d of April, against the 2d of March in 1859; and to the general ruinous competition for through business from East to West, which has prevailed during the past, and seems likely to continue for several years to come.

A plan has been suggested for the re-organization of the company, which may be summed up in the following synopsis:

The present plan of the committee is to capitalize the bonds and debts on the basis of $2,000,000 for the whole property of the corporation. The Sandusky City and Indiana Railroad bonds ($350,000) to be put in at par, the Springfield and Columbus bonds ($150,000) at 40 per cent., and the second mortgage bonds ($1,000,000) at 80 per cent.—the whole forming a first class preferred stock. The third mortgage bonds ($1,000,000) to be put in at 40—making a second class preferred, and $3,647,090 of Sandusky City and Indiana Railroad stock. Mad River stock, 6 per cent. bonds, and unsettled claims, to be put in at 10 per cent., to form a common stock. The corporation would then stand—$1,210,000 of first class preferred stock, $400,000 of second class do., and $364,709 of common stock, with a reserve of $25,291 for contingencies. Before the second class could receive full dividends, and the common stock any dividends at all, it would be necessary to pay off a floating debt of $176,581, consisting mainly of over-due bonds. The remaining floating debt—some $240,000—is said to consist principally of weak claims, for which the committee have felt authorized only to offer terms which have not been accepted.

When the report of the company just made is received, we shall give further extracts.

Journal of Railroad Law.

GENERAL RAILROAD LAW AS TO MAINTAINING FENCES; LIABILITY OF COMPANIES FOR NOT ERECTING; DEFENCE OF COVENANT FOR PLAINTIFF TO ERECT THE SAME AND TO KEEP IN REPAIR.

We give, this week, the case of Duffy *vs.* the New York and Harlem Railroad Company. The principal point in the case to which we would draw attention, is involved in the defence. The action was brought to recover the value of a horse belonging to the plaintiff and which was run over and killed by the engine or car of the defendant on their railroad track at Fordham in Westchester County. It appeared that the plaintiff hired pasture for the horse upon a lot belonging to a Mrs. Bassford, and adjoining the strip of land on which the defendant's track was laid; that the horse was turned into this pasture lot on the morning of September 3, 1857, and the partition fence between the lot and the rail-track being insufficient and defective, the horse strayed through it, and on the track of the defendants, and was thus killed. One of the grounds of defence was that the plaintiff was himself negligent in putting the horse into the lot referred to, while in a defective condition; but a second defence was put in to the effect that Mrs. Bassford, in a deed given by her to the defendants covenanted for herself, her heirs, executors and administrators to erect upon the easterly and westerly lines of said strip, good, lawful and sufficient fences to inclose the same and at her own cost and charge, maintain and keep the same in good repair for the term of eighteen years, or until the expiration of the defendant's charter; and that as the plaintiff derived his right to keep his cattle in the lot through Mrs. Bassford, he was subject in his right to the same conditions under which Mrs. Bassford held the same, and could not claim exemption from any of the responsibility to which she would be subject were she herself plaintiff in the suit.

The case came up on appeal to the General Term of the Court of Common Pleas for the City and County of New York. The following is the opinion of the Court.

HILTON, J. In Corwin *vs.* the New York and Erie Railroad Company, it was determined that the general duty of erecting and maintaining fences on the sides of railroads is now imposed by section 44 of the General Railroad Act of 1850, upon all railroad corporations, and until compliance on their part, they and their agents are liable for all damages which shall be done by their agents

or engines to cattle, horses or other animals thereon. That this duty was imposed, not only for the benefit and security of the public, but also for the benefit of the owners of cattle generally; and until such fences are erected, the statute excludes any defence of negligence on the part of an owner of cattle killed upon the track, in an action brought by such owner against the corporation to recover damages for the injury resulting from such killing. And it is entirely immaterial whether such cattle enter lawfully or unlawfully upon the premises adjoining the railroad, and stray from thence upon the track, provided it appears that the corporation have not erected and maintained the fences required by the statute; although after the fences have been erected, there can be no recovery in such a case where the negligence or misconduct of the owner of the cattle injured, contributed to the injury; or, in other words, the common law doctrine in respect to actions on the case for negligence, then prevails.

It may also be noticed, that in the case cited the plaintiff's cattle strayed upon the land of one Gregory, and from thence upon the track of the defendants; and as it appeared that Gregory, like Bassford in the present case, had conveyed the strip of land for the railroad track, and in the conveyance had covenanted to erect and maintain forever all necessary fences on each side of the railway, it was insisted that the plaintiff was bound by the covenant. But the court held that as the plaintiff there was a stranger to the covenant, he could not be bound by it; adding, however, that if "Gregory's cattle had entered upon the road from his land, by reason of there being no fence, and been injured, his covenant would have been a good answer to the action." Or, in other words, he would be estopped from recovering any damages resulting from non-performance by him of his express covenant; and although the duty had been imposed by the statute upon the corporation, yet he undertook to perform it, and as his performance of the covenant entered into by him, would have satisfied the statute, he would not be permitted to recover for any injury resulting to himself and arising from his non-performance. Thus, in the present case, had the horse in question belonged to Bassford, it is quite clear he would not be entitled to recover in an action like this; and the question, therefore, to be determined by us, is whether the plaintiff stands in any different position, with respect to an injury of this character than his landlord.

It has long been settled law that a covenant to maintain partition fences between lands granted and other land of the grantor, runs with the and, and binds or effects all persons claiming or occupying under the party making the covenant. In the language of Charles J. Wilmot, "covenants which run and rest with the land lie for or against assignees at the common law, though not named. They stick so fast to the thing on which they wait, that they follow every particle of it,"—and therefore it is that, although a party may have a mere occupation of the land for a particular purpose, and which may be said to be a species of a title, though of a very low order, yet it is in subordination to, and affected by, the covenant of the landlord. And though he may not be bound to perform the covenant, as heir or assignee, yet it will operate as an estoppel against him in all cases in which the landlord would be estopped by reason of it.

In Spencer's case a distinction was taken between a covenant to erect a wall upon the demised premises, and in which the assigns of the lessee were not named and a covenant to maintain a wall already erected; and it was held that the assignee in that case, (which was of the class first named), was not bound, because the thing in respect to which the covenant was made, was not in *esse*, and had not at the time of making the covenant become part of the land. It was not contemplated; although it was agreed by the judges that because it was a thing which would directly affect the demised premises if the word assigns had been used, the covenant would have bound the assignee, but it could not be extended to him without his being named in it, as the subject matter of it did not relate to the thing in existence at the time of the demise. Gray *vs.* Cuthbertson. But this nice distinction originating at a time when it was necessary to use the word "heirs" or other words of inheritance in a conveyance in order to grant or convey an estate in fee, cannot be now said to exist, as in Norman *vs.* Wells, it was determined that those covenants run with the land, which are made touching or concerning it, and affect its value, and are not confined to those which relate to some physical act or omission upon it.

It is unnecessary, however, to pursue this subject, as it will not be pretended that the estoppel, which arises in this case, grows out of the plaintiff's liability to perform the covenant of Bassford. It is sufficient that his occupation was under Bassford and in subordination to covenants contained in a deed duly recorded long previous to his entering upon the premises. He could require no greater rights, in respect to their occupation, than his landlord had to confer, and he is estopped, in an action of this nature, to the same extent as Bassford would have been had he been plaintiff. The covenant was one that runs with the land and not only affected every particle of it, but every occupation was subject to it, even though the occupant was under no obligation to perform it. Judgment reversed.

Punjaub (India) Railway.

It will doubtless be of interest to our readers to learn how our railway progresses. European as well as native are no doubt anxiously watching the advancement of railroads in India, and the residents of the Punjaub have a peculiar interest in the line now under construction in this province, and which is to pass through the capital. This being the case, we proceed to state that the works from Lahore to Umritsur are in such a state of forwardness, that if materials arrive from England as expected, a locomotive will be running over the line *this year*. In last December the railway department started the earthworks between Lahore and Sher Shah, twelve miles on the other side of Mooltan. These works run through a district where there was every reason to dread want of labor, but we are glad to state that at this moment two-thirds of the whole is completed. The Lahore passenger train station is being proceeded with in a highly satisfactory manner, and the Umritsur station will be commenced with whenever the Government sanction to the work is received. Stations moreover at Meean Meer and Attaree (between Lahore and Umritsur) are being erected, and in short every effort is being made to complete the portion of the line to Umritsur as quickly as possible. Rails have been laid down on twenty-nine miles alongside of the line, ready for putting down, and the rest which will be required are on their way up from Kurrachee. Twelve English platelayers are on their way out to assist in the work. This rapid progress, this great success, is doubtless attributable to the assistance rendered to the engineers by all officials, from the Lieut. Governor to the Assistant-Commissioner, and to the cordiality which has uniformly subsisted between the services. But even this would have availed us nothing if we had not Mr. Brunton with his science, his perseverance, his patience, and his energy, to the force.—*Lahore Chronicle.*

Nashville and Northwestern Railroad.

The Hickman *Courier* states that the cars on the Nashville and Northwestern Railroad are now running to a point eight miles from Dresden, and that they will be running to that place by the 1st of November. On this end of the road the cars are running some twelve or fifteen miles, and eight or ten miles additional is ready to receive the iron. It is expected that within a year the whole road will be completed and the cars running through. This road is aiming direct for Cairo, and when completed will bring St. Louis in direct connection with Chattanooga.

Frauds by Conductors of Railroads.

The Pennsylvania Railroad Company has just detected a series of frauds practised upon it by conductors in its road of which we give the following account.

"The Vice-President, Mr. Scott, had ascertained that one conductor had purchased a property in Philadelphia, for which he paid $12,000 cash. He had no means when he went into the road a a year or two previous. Another conductor was paying $800 rent, while his salary was but $750. These and other men who were living beyond their income were watched, but nothing wrong could be detected. It was clear, however, that a large amount of the cash collections were being withheld daily, and it is stated that as much as 60 per cent. of the amount collected by certain conductors was retained. As the money did not come in fast enough under this system, a combination was formed between some ten or twelve conductors and some half-dozen ticket agents or sellers on the Pennsylvania Central who were in league, it is believed, with similar employees on other roads, direct connections of the Pennsylvania Central, by which a certain amount of tickets taken up daily should not be punched, as required, but should be returned to the ticket agents to be re-sold.

Numerous plans and traps were devised and set to detect the guilty ones, but up to last week all had been a failure. Men were at last employed who purchased tickets in Cincinnati and Columbus for Philadelphia; these tickets were privately marked; and the day they were used, as well as the name of the conductor, were reported to headquarters. It was found in several instances that these tickets, although used, were not reported for ten days, and were, of course, re-sold. A certain party in Pittsburg applied to the ticket agent in that city, a week ago, to know, if he would sell the Pittsburg and Philadelphia portion through Cincinnati coupons. This led the ticket agent to suspect something wrong; and before giving any answer he reported the matter to head quarters. He was then instructed to say to the party applying to have tickets sold, that if he would bring local tickets, he would sell them for him, but that he could not sell the coupons. The result was that local tickets were bought, and thus the robbery was detected. Several suspected parties were then questioned, as to their complicity in the matter, some of whom plead guilty and returned their ill-gotten property, while guilt was fastened upon others."

There is no doubt that a large number of companies are heavy losers in similar ways. They can be said to have hardly any security, but the honesty of the conductors. All these have abundant opportunities in which detection is almost a

matter of impossibility. A great point would be gained if a method could be devised by which no money should come into the hands of conductors. In England and we presume on the continent, no person can get into a car, without a ticket. The same rule should prevail with us.

The Legislatures of the States could do something by adding the severest penalties to embezzlements by employees on railroads.

Illinois Central Railroad.

We copy the following letter from the executive committee of the directors of this company to its several agents:

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., *New-York August 7*, 1860.

GENTLEMEN: The advices from the Southern States of the injuries to the corn crop, equivalent to a total failure in several States, have directed our attention for a week or two past to the sources of supply for the South during the coming winter. Illinois, Indiana and Ohio will undoubtedly have an active demand for their great supplies of corn. The supply of wheat in the Southwestern States is not more than adequate for the home demand, and large shipments of flour are already going forward to New-Orleans. This domestic demand for grain, united to the probabilities of large sales for export to England, seems to promise for Illinois during the next twelve months a ready sale for the larger supplies of wheat just harvested, as well as for the corn crop, which is this year in a very forward state, and promises to give a larger yield to the acre, and on a greater breadth, than any ever before gathered.

It is now three years since Illinois has been thus favored. The great immigration to that State, which in ten years has swollen the population from 850,000 to 1,800,000 persons, took place in 1854, 1855, 1856. It is safe to assert that three fourths of the population of Illinois are directly employed in the cultivation of the soil; hence the estimates of the products of this harvest do not seem exaggerated. It is judged by competent authority that from the harvest of 1860, 50,000,000 bushels of grain will be sent out of Chicago alone. The highest point reached thus far was 21,583,221 bushels in 1856. The shipments declined last year, under a light harvest to 16,633,795 bushels. To the first of August this year upward of 15,000 000 bushels of grain have been received at Chicago. Of wheat alone there will probably be delivered 100,000 bushels daily at Chicago for the next ninety days, and 600,000 barrels of flour, and from 1,500,000 to 2,500,000 bushels of oats previous to the 31st of December. Of the old corn crop there is probably yet to be delivered from 2,000,000 to 3,000,000 bushels, and of the growing crop not less than 1,000,000 to 2,000,000 bushels will, without doubt, be delivered in November and December.

These large supplies of grain will carry the figures of exports from Chicago during 1860 beyond 30,000,000, or 50 per cent. beyond the large business of 1856. It seems important that the shareholders of our Company, who have had their hopes so long deferred, should know these general elements of prosperity which Illinois is this year enjoying in such large measure, which are already adding to the freight-traffic of the tide, and which must add greatly to the value of their land estate, and give additional security to the notes now held by the Company. The axiom that land always has a value relative to the population resident upon and working it is undoubtedly true, but the realization of our expectations has been retarded by the singular recurrence for three successive years of short harvests. During the last ten years 13 000,000 acres of Government land in the State of Illinois has been disposed of; there are now no public lands left unsold, and the price of wild, uncultivated prairie land has advanced during this period from $1 25a$10 per acre.

In 1850 the shipments of grain from Chicago were 1,330,088 bushels. In 1860 they will exceed 30,000,000 bushels, or twenty times the shipment of 1850. It is these considerations which are giving to the Illinois securities the recent advance in public estimation, and with a continuance of the foreign demand added to the domestic requirements for gain, it is probable that the railways will be taxed to the utmost capacity of their rolling stock during the ensuing six months. The increase of passenger traffic resulting from this prosperous state of affairs must be very great, inasmuch as very large numbers of people have been kept at home by dire necessity, owing to the want of means. With a change like that which we now have every reason to expect, we may rationally look for a large amount of additional travel.

Yours, respectfully, Signed,
THOMAS E. WALKER.
Chairman Executive Committee.

The Illinois Central Railroad seems likely to have an extraordinary turn of good fortune. From this time to the closing navigation, it will have all it can do in the direction of Chicago. After winter sets in, it must have an immense traffic in a Southern direction. There is a short crop of bread stuffs through all the Southern States, which must be made good from the Northwest. The same traffic that swells the receipts of the Company from earnings, gives the farmer the means of paying for his lands.—in this way securing to the company a double advantage. Its misfortunes came in a flood. A simular rule bids fair to hold in its good fortunes.

Hannibal and St. Joseph Railroad.

The construction of the branch of this road from Wyandotte to Kansas has been let to a company at $300,000, the contractors to furnish the iron, and to have the road in running order by the 1st of May next. The Leavenworth and Pawnee Railroad Company have purchased the Delaware Reserve, and will build their road from Cameron through Leavenworth into the Kansas Valley, a distance of some fifty or sixty miles.

New Iron Bridge.

A number of workmen are now engaged at Mt. Clare in the preparation of a new iron bridge, upon an improved principle, for the station known as the South Branch, 162 miles from Baltimore, on the line of the Baltimore and Ohio Railroad. This structure is composed exclusively of cast and wrought iron, consists of three spans, each of the length of 128 feet 9 inches, making an aggregate of 386 feet. This is the measurement from the centre of the cords, whilst its width, 11 feet, is ample for a single track. The structure which now occupies the place for which the new bridge is designed is partly of iron and wood. The trusses of the new work measure 11 feet. In the construction of these bridges it has always been deemed necessary before their erection to join them together in some convenient place, for the purpose of ascertaining whether all the parts, as they come from the shops, fit each other, which prevents delay afterwards. Each piece, of which there are thousands, are all marked, so that they may be easily selected when required. The present structure has been drawn and built upon what is known as Fink's plan, which differs in some respects from that of Mr. Wendell Bollman, whose fame in this department of architecture is well known. The principal feature consists in the distribution of weight to the various parts and the peculiarity of diagonal bracing, at once giving it strength and pleasant swerving. One span is now joined together at Mount Clare, and is ready for removal. The others are rapidly progressing, and it is anticipated that the work will be permanently put up in the course of two months. Mr. William G. Primrose, in charge of one of the machine shops, superintends the joining of the work, under the orders of Mr. Thatcher Perkins, master of machinery. There are now not less than seventy-one bridges on the main stem of the road, which are constructed almost entirely of iron, and all pronounced in the best condition. Their aggregate length is nearly 8,000 feet. There are also eighty-two stone bridges. —*Balt. Amer.*

Mobile and Great Northern Railroad.

The Mobile *Price Current* gives the following statement relative to the progress and condition of this road:

On the 15th of January, 1860, contracts were made for the greater part of the graduation, masonry and bridging required on the road east of the Tensas river, to be finished by the 1st of January, 1861; and on the 1st of March, 1860, all the bridge superstructure from the east bank of the Tensas river to the city of Mobile, was contracted for, to be completed in two years, or as the company may require it. On the 7th of March, 1860, contracts were entered into for the materials for the piers of Tensas and Mobile rivers, which are to be of iron, and for all the rails and fastenings be delivered at different times, from October, 1860, to July, 1861. All these contracts were made with responsible parties, and at prices which are reasonable. The Directors have therefore, made all the preparations requisite to have the road in operation from the Alabama and Florida Railroad to the Tensas river early in the summer of 1861, or in time to take off the crop of that year, and into the city in the latter part of 1862 or early in 1863.

Mount Cenis.

The perforation of Mount Cenis is a gigantic work, and when completed will abridge by twelve or fourteen hours the distance between the Italian Peninsula and Western Europe. This tunnel was begun three years ago. The two extremities are at Bardonneche, in Piedmont, and at Modane, in Savoy. The whole distance to be cleared amounts to 13 chiliometres, of which one only is at present completed—600 metres at Bardonneche, and 400 at Modane. At this rate, thirty-nine years would be required to complete the work, were it not for the engine invented by Messrs. Grandis, Grattoni, and Someiller, by the help of which it is calculated that this magnificent operation will be brought to a termination in about a sixth of the time This is always supposing that no unforeseen obstacles present themselves at a depth of 8,916 feet (French) beneath the earth's surface, for it must be remembered that every step in advance is, in the present case, nearly equivalent to a step downwards. The new perforator will be in complete action by the end of the present month, and hopes are entertained of a triumphant result.

Railroad Between Cincinnati and Nashville.

At a meeting of the City Council of Nashville on Wednesday last, a committee of citizens, consisting of Gen. Washington Barrow, Col. V. K. Stevenson, Geo. Maney, Mayor Hollingsworth, H. C. Seymour, Dr. C. K. Winston, James M. Hamilton, and R. C. McNairy, were appointed to visit the city of Cincinnati and confer with gentlemen there in relation to the necessity and importance of building a railroad from Nashville to Cincinnati. The Committee will be in Cincinnati on Monday next. We imagine the proposed improvement may be denominated an *air*-line road.—*Louisville Journal.*

Newark and Bloomfield Railroad.

The annual meeting for the election of Directors of the Newark and Bloomfield Railroad Company was held last week at Newark. The Board of Directors of last year were re-elected. It was reported that the receipts of the year ending July 31, 1860, were $19,051.70, an increase of $8,845.32 over the preceding year. The expenses were only increased about $1,000. The total number of passengers carried over the road for the year was 107,169, being an increase of 30,469 over the previous year. Surveys have been made for the proposed extension to the Notch, near Paterson, but nothing further has been done in the matter.

Indianapolis and Cincinnati Railroad.

The following gentlemen have been elected Directors of this road for the current year, viz:

Wm. Dwight, Boston; Wm. A. Routh, New York; T. A. Morris, C. S. Stevenson, Indianapolis; A. R. Forsyth, Greensburg; L. B. Lewis, Lawrenceburg; H. C. Lord, Samuel Wiggins, N. Wright, Cincinnati.

Wm. Dwight, of Boston, is the only new member, having been elected in place of R. H. Manning, of New York, who declined a re-election.

French Railway Earnings.

The traffic receipts on nine of the principal railways for the half-year ending the 30th of June amounted to 7,260,532*l.*, and for the corresponding period of last year to 7,183,755*l.*, showing an increase of 76,777*l.*, or about 1.07 per cent. The receipts on the Paris and Mediterranean for the half-year amounted to 1,808,018*l.*, against 1,967,-217*l.* at the corresponding period of last year; on the Paris and Orleans to 1,224,281*l.* against 1,-240,482*l.*; on the Eastern to 1,172,387*l.* against 1,121,647*l.*; on the Northern to 1,135,375*l.* against 1,071,682; on the West and North Western to 951,016*l.* against 894,755*l.*; on the Southern to 465,243*l.* against 430,264*l.*; the receipts on the new lines of the Paris and Mediterranean amounted to 324,618*l.* against 283,893*l.*; on the Lyons and Geneva to 112,985*l.* against 113,754*l.*; and on the Ardennes to 66,629*l.* for the half year ending 30th June against 60,061*l.* in the corresponding half of 1859. The aggregate length over which the traffic was carried was 5,500 miles, against 5,388 at the corresponding period of last year. The above receipts are exclusive of the Government duty of 10 per cent. which is deducted from gross receipts.

Port Royal Railroad.

The Directors of this important enterprise met at Barnwell Court House on 30th ult. Progress was made in the more complete organization of the company. C. S. GADSDEN, Esq., was elected Chief Engineer, and arrangements was set on foot for the continuation of the surveys, with the view to the final location of the road. The engineers will take the field on the first of October. The friends of the road are sanguine, and they have assurances of substantial interest and material aid. The charter granted by the State of Georgia allows the entrance into and passage through its territory, without restrictions. It is an important work for Charleston, and its completion adds greatly to the value of the Charleston and Savannah Railroad, in which the City Council have stock to the amount of $260,000, and in which our citizens are stockholders.—*Charleston Mercury.*

Advance in Freight.

The New York Central and Erie Railroads have agreed upon a further advance in rates from Lake ports to the East, to take effect to day, as follows:

	4th class.	Flour.
To Albany, Troy and Schenectady	35	70
" New York	39	80
" Boston	47	95

Michigan Southern Railroad.

The holders of the Second General Mortgage Bonds of this company are notified that the Treasurer will, after the 30th inst., fund all unpaid coupons of said class of bonds of earlier date than November, 1859, and the four coupons of November, 1859, May and November, 1860, and May, 1861, by giving in exchange therefore the second general mortgage bonds of this company at par. For all coupons offered in full sets the bonds given in exchange will bear interest as of November, 1860. The holders of the plain unsecured bonds of this company may exchange said bonds for first mortgage bonds of the Detroit, Munroe and Toledo Railroad Company at par. For the coupons now due thereon scrip will be issued, convertible in like manner.

Detroit and Milwaukee Railroad.

By an order of the U. S. Circuit Court, the Detroit and Milwaukee Railroad is to be sold at Detroit on the 4th day of October next, upon a mortgage held by the Great Western Railway company, for advances made to complete the road.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending September 10, 1860.

BONDS.	Per cent.
Little Miami, 1st Mort.	6s—87½
Covington and Lexington, 1st Mortgage	6s—75
" " " 1st "	7s—85
" " " 2d "	7s—75
Indianapolis and Cincinnati, 1st Mortgage	7s—85
" " " 2d "	7s—80
Cinc., Ham. and Dayton, 1st Mortgage	7s—100
" " " 2d "	7s—87½
Ohio & Miss., Construction	7s—18
Indiana Central, 2d Mortgage	10s—80
Dayton and Michigan, Endorsed Mort. 81	7s—85
City of Cincinnati, Railroad	6s—85

STOCKS.	
Cincinnati, Hamilton & Dayton	76 —77
Little Miami	88 —90
Columbus and Xenia	87
Indianapolis & Cincinnati	48 —50
Ohio and Miss.	1½

Railroad Earnings.

The revenue of the Baltimore and Ohio Railroad for August was:

MAIN STEM.

From Passengers	$60,206 46	
" Tonnage	313,537 77	
" Mails	7,933 34	
" Express	4,082 40	
		$385,759 97

WASHINGTON BRANCH.

From Passengers	$33,447 71	
" Tonnage	7,531 29	
" Mails	900 00	
" Express	1,182 60	
		43,061 60

N. W. VIRGINIA BRANCH.

From Passengers	$3,351 09	
" Tonnage	20,357 75	
" Mails	866 66	
		24,575 50

Summary of Revenue for August, 1859 *and* 1860.

	1859.	1860.
Main stem	$323,358 52	$385,759 97
Washington Branch	38,527 41	43,061 60
N. W. Virginia Railroad	12,239 00	24,575 50
Totals	$374,124 93	$453,397 07

—Showing a net increase of $79,272 14 over August, 1859.

The receipts of the Grand Trunk Railway of Canada for the week ending September 1, 1860, was $66,536 54
Corresponding week last year 45,242 78

Increase $21,293 76

Total traffic from July 1, 1860, to date $502,380 10
Corresponding period, 1859 372,406 00

Increase $129,974 10

The following are the earnings of the North Pennsylvania Railroad for—

August, 1860 $37,440 32
" 1859 34,029 26

Increase $3,411 06

In first nine months of fiscal year $284,398 36
Same months last year 248,056 37

Increase $36,341 99

The Michigan Central Railroad earned the first week in September, 1860 $59,172 18
September, 1859 46,701 91

Increase $12,470 27

The Terre Haute and Alton road earned in August, 1860, $82,500, of which $32,000 were earned in the closing week.

The earnings of the Michigan Central Railroad, for August, 1860, were $193,539 74
Do. 1859 150,366 20

Increase $13,173 54

The earnings of the St. Louis, Alton and Chicago Railroad, for August, were:

Passengers	$32,726 44
Freight	65,462 27
Mails	3,472 83
Total	$101,661 54
Corresponding period in 1859	77,293 00
Increase	$24,368 54

The earnings of the Michigan Southern and Northern Indiana Railroad Co. for August were:

	1860.	1859.
Passengers	$63,071 07	$57,214 21
Freight	120,791 65	84,084 74
Mails	4,655 21	4,583 41
*Expenses and miscellaneous	3,546 65	5,287 90
Total	$192,064 58	$151,070 26

* Miscellaneous expenses are deducted from the amount above—if added, would increase the amount of earnings for 1860, about $2,200—which will make the gain in earnings for August, 1860, $43,094 36.

The earnings of the Galena and Chicago Union Railroad for August were:

1860 $162,691
1859 119,280

Increase $43,411

The earnings of the Chicago and Northwestern Railroad for August, 1860, were $49,142 17
Do. 1859 28,514 38

Increase $20,627 79

The earnings of the Toledo and Wabash Road for August, 1860, were as follows:

Passengers	$23,032 19
Freight	96,385 52
Mail and express	3,366 66
Total	$122,784 97
August, 1859	72,295 02
Increase	$50,489 97

The earnings of the Macon and Western Railroad for August were:

Passengers	$14,846 80
Freight	19,582 55
Mail	866 45
Total	$35,295 80
August, 1859	28,948 50
Increase	$7,246 80

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company for the month of August, 1860, compared with the same period of last year, viz:

	1860.	1859.
From Freight	$112,032 63	$113,718 00
" Passengers	72,558 11	70,834 49
" Express	2,700 00	3,375 00
" Mails	7,825 00	7,825 00
" Rent of road	7,683 33	5,500 00
" Rents and Miscel.	239 50	262 04
Total	$202,438 57	$201,514 53
Increase		$924 04
Total from Jan. 1st, to Aug. 31st, 1860	$1,378,566 90	$1,160,386 39
Increase		$218,180 51

The Philadelphia, Wilmington and Baltimore Railroad has increased its gross receipts during seven months of 1860, over the corresponding time in 1859, as follows:

	1859.	1860.	Gain.
January	$87,016 49	$96,287 03	$9,270 54
February	86,703 30	100,297 56	13,594 26
March	103,062 94	108,639 86	5,626 92
April	87,681 57	95,055 17	7,373 60
May	90,388 50	98,161 31	7,772 81
June	83,122 57	102,582 91	19,460 34
July	91,682 96	102,247 45	10,564 49
Total	$629,658 33	$703,321 29	$73,662 96

The earnings of the Cleveland and Mahoning Railroad for the month of August were as follows:

	1859.	1860.
Passengers	$4,340 87	$4,760 09
Freight	11,073 91	12,602 61
Coal	9,553 99	20,759 06
Mails, etc.	262 50	418 75
Gross earnings	$25,231 27	$38,540 51
Expenses	8,894 92	11,519 79
Net earnings	$16,336 35	$27,020 72
Increase		$10,684 37

The earnings of the New York and Harlem Railroad for August were as follows:

August, 1860	$104,442 54
" 1859	100,118 04
Increase	$4,324 50

The following are the comparative earnings of the Pacific Railroad for August, 1859 and 1860:

MAIL LINE.	1859.	1860.
Passengers	$23,705 00	$20,987 00
Freight	22,597 97	27,332 85
Mails	2,180 00	2,125 80
	$48,402 98	$50,446 55
Increase		$2,043 57
SOUTHWEST BRANCH.		
Passengers	$510 55	$1,975 40
Freight	744 03	3,159 40
Mails		275 00
	$1,254 58	$5,409 80
Increase		$4,155 22

Annexed is a statement showing the freight and passenger business, also the total receipts, for August, in comparison with the corresponding month of 1859, on the Housatonic Railroad:

	1859.	1860.	Increase.
Freight	$17,103 02	$18,810 37	$1,707 35
Passengers	12,006 73	12,861 28	854 55
Total receipts in Aug.,	1860.	$32,603 82	
Do. do.	1859.	30,041 91	
Total increase			$2,561 91

The following statement exhibits the earnings of the Milwaukee and Mississippi Railroad for August, in comparison with the earnings for the corresponding month of last year:

	1859.	1860.
Freights	$28,251 26	$41,736 96
Passengers	19,299 62	15,850 33
Mails and rents	1,835 42	3,453 72
Total	$49,386 30	$61,041 61
Increase		$11,655 31

The earnings of the Dayton and Michigan Railroad for the month of August, 1860, were:

Passengers	$15,755 69
Freight	20,015 24
Mail and express	2,462 50
Total	$38,233 43

The August earnings of the Worcester and Nashua Railroad were over $2,000 more than in any previous month since the opening of the road. The statement is as follows:

Earnings in August, 1860	$25,977 57
Do. 1859	22,399 10
Increase	$3,578 47
Earn'gs for nine m'ths, to Aug. 31, '60.	$164,913 76
Do. do. do. '59.	151,231 98
Increase	$13,681 78

The following is the Illinois Central Railroad Company's statement for August, 1860:

Land Department.

Acres Construction Lands sold	3,011.83	for	$47,997 72
Acres Interest Fund L'ds sold	280.00	"	3,918 82
Acres Free Lands sold	690.32	"	12,616 80
Total sales during the month	3,981.83	for	$64,533 34
To which add Town Lot sales			279 30
Total of all			$64,812 64
Acres land sold since Jan'y 1, 1860	23,152.41	for	$366.650 29
Acres sold prev'sly	1,237,260.55	"	15,735,837 02
Total	1,260,412.96	for	16,102,487 31

Construction Bonds canceled in August, 1860	$27,500 00
Construction Bonds canceled previously	1,513,000 00
	$1,540,500 00
Free Land Bonds canceled in August, 1860	$4,000 00
Free Land Bonds canceled previously	208,000 00
	212,000 00
Total Bonds canceled up to Aug. 31, 1860	$1,752,500 00
Cash receipts in August, 1860	$48,154 06
Total cash and bonds received to August 31, 1860	$3,682,443 77

Traffic Department.

Receipts from passengers		$72,982 09
Do.	freight	160,935 66
Do.	mails	6,358 33
Do.	rent of road	5,252 00
Do.	other sources	4,304 20
Total receipts for August, 1860		$249,838 28
Do. do.	1859	181,474 72
Increase		$68,363 56
Total receipts since Jan. 1, 1860		$1,620,530 64
Do. correspond'g period, '59		1,177,807 29
Increase		$442,723 35

The earnings of the Mobile and Ohio Railroad have been as follows:

From Aug. 1, 1859, to Aug. 1, 1860	$1,200,108
Do. 1858 do. 1859	773,179
Increase	$426,929
	Bales.
Receipts of cotton for the same period	223,290
Increase over last year	86,460

The unfinished portion of the road is under contract, guarantying its completion by the 1st of January, 1861.

The official statement of the earnings of the New York Central Railroad in August is as follows:

August, 1860	$689,125 28
" 1859	591,919 97
Increase	$97,205 31

The earnings of the New York and New Haven Railroad Company for August, 1860, were as follows:

From Passengers	$78,007 13
" Freight	12,000 00
Total	$90,007 13
Earnings in August, 1859	80,768 86
Increase	$9,238 27

The earnings of the Little Miami and Columbus and Xenia Railroads for the month of August, 1860, were:

Passengers	$57,558 82
Freight	55,791 75
Mails	2,408 33
	$115,758 90
August, 1859	119,740 33
Decrease	$3,981 43

The earnings of the Erie Railroad for the month of August, 1860, were | $477,652 41
Earnings August, 1859 | 378,544 74
Increase | $99,087 67

Railroad Progress in Massachusetts.

In 1827 or about the third of a century ago, a short railroad—the Granite Railroad—extending from the quaries in the town of Quincy to the tide-water of Massachusetts Bay 3½ miles, was completed. This was the first railroad constructed within Massachusetts and within the limits of the United States.

From this insignificant beginning, has sprung the vast net-work of railroads which now stretches in continuous lines from the Atlantic border to the Missouri river, and from the St. Lawrence basin to the Gulf of Mexico, with an aggregate length of not less than 33,333 miles, or on the average of 1,000 miles for each year since the auspicious day on which the first rail was laid in this country.

In relation to its extent of territory the State that first inaugurated the railroad still maintains its supremacy, having more railroad mileage within its limits than any other State. Exclusive of the passenger railroads in the city of Boston, and also exclusive of the Granite Railroad above mentioned, which indeed was never used for other than an accessory purpose, the State of Massachusetts has at the present time 1,300 miles of road being one mile to every six square miles of its territory.

The real railroad era in Massachusetts, however, does not commence with the completion of the Granite Railroad, but in 1834, in which year portions of the lines leading from Boston to Lowell, Worcester and Providence were first brought into use. From this time to the end of 1838 the mileage open in each year is shown in the following table:

Titles of Companies.	1834.	1835.	1836.	1837.	1848.
Bos. & W'ter	31.50	44.63	47.63	47.63	47.63
Bos. & Prov.	14.00	43.26	43.26	43.36	43.26
Bos. & Low'l.	....	25.76	25.76	25.76	25.76
Bos. & Maine.	....	....	11.20	11.20	11.20
Taunton Bra.	....	....	11,10	11.10	11.10
Easton	....	....	....	....	13.20
Nas. & Low'l.	....	....	....	....	14.58
West. Stockb.	....	....	....	....	2.75
Total	45.50	112.65	138.95	138.95	169.48

This table is continued on the next page which shows the mileage in operation at the end of each year from 1838 to 1860.

Railroads of the State of Massachusetts.

TABULAR STATEMENT OF THE RAILROAD MILEAGE IN OPERATION IN EACH YEAR TO 1860.

Titles of Companies. Chartered.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Boston and Worcester 1831	47.63	47.63	47.63	47.63	47.63	47.63	47.63	51.51	52.16	66.28	68.27	68.27	68.27	68.27	68.27	68.27	68.27	68.27	68.27	68.27	68.27	68.27
Boston and Providence...1831	43.26	43.26	43.26	43.26	43.26	43.26	43.26	43.26	46.60	46.60	47.47	47.47	47.47	47.47	47.47	47.47	47.47	47.47	47.47	47.47	47.47	47.47
Boston and Lowell 1830	25.76	25.76	25.76	25.76	25.76	25.76	27.62	27.62	27.62	27.62	27.62	27.62	27.62	27.62	27.62	27.62	27.62	27.62	28.62	28.62	28.62	28.62
Boston and Maine 1830	11.20	20.18	20.18	20.18	20.18	20.18	38.09	38.09	38.09	38.09	41.62	41.62	41.62	41.62	41.62	41.62	41.62	41.62	41.62	41.62	41.62	41.62
Taunton Branch 1835	11.10	11.10	11.10	11.10	11.10	11.10	11.10	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68	11.68
Eastern 1836	38.78	41.60	41.60	41.60	41.60	41.60	41.60	41.60	58.51	58.51	58.51	58.51	58.51	58.51	58.51	72.81	72.81	82.71	82.71	82.71	82.71	82.71
Nashua and Lowell 1835	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58	14.58
West Stockbridge.....1831	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75
Western 1833	62.60	77.61	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81	117.81
Charlestown 1836	1.30	1.40	1.40	7.40	7.40	7.80	7.80	(*See* Fitchburg)			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Bedford and Taunton.1838	20.13	20.13	20.13	20.13	20.13	20.13	20.13	20.13	21.08	21.08	21.08	21.08	21.08	21.08	21.08	21.87	21.59	21.59	21.59	21.59	21.59	21.59
Norwich and Worcester ..1838	....	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05
Fitchburg 1842	....	....	....	....	5.03	39.25	49.34	51.71	54.71	57.46	65.78	65.78	67.78	67.78	67.78	67.78	67.78	67.78	67.78	67.78	67.78	81.88
Berkshire 1837	....	....	....	....	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14	21.14
Hartford and New Haven .1839	....	....	....	....	....	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87	5.87
Worcester Branch.....1838	....	....	....	....	....	0.55	0.55	0.55	0.55	(*See* Worcester and Nashua.)		....	....	....	....	....	....	....	....	....	....	....
Connecticut River.....1842	....	....	....	....	....	4.07	21.07	38.25	38.25	52.35	52.35	52.35	52.35	52.35	52.35	52.35	52.35	52.35	52.35	52.35	52.35	52.35
Old Colony 1844	....	....	....	....	....	....	37.26	37.26	44.28	45.02	45.02	45.02	45.02	45.02	45.02	45.02	....	....	(*See* Old Colony and Fall River.)			
Fall River 1844	....	....	....	....	....	....	12.00	41.83	41.83	41.83	41.83	41.83	41.83	41.83	41.83	....	....	(*See* Old Colony and Fall River.)				
Stoughton Branch 1844	....	....	....	....	....	....	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04	4.04
Lexington and W.Camb'ge,1845	....	....	....	....	....	....	....	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63
Pittsfield and N'th Adams.1845	....	....	....	....	....	....	....	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65	18.65
Cheshire (Winchendon) ..1845	....	....	....	....	....	....	....	....	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50
Essex 1846	....	....	....	....	....	....	....	....	1.26	19.86	21.18	21.18	21.18	21.18	21.18	21.18	21.18	21.18	21.18	21.18	21.18	21.18
N. Bedford and Fall River.1836	....	....	....	....	....	....	....	....	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Providence and Worcester,1844	....	....	....	....	....	....	....	....	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
Vermont & Massachusetts,1844	....	....	....	....	....	....	....	....	21.00	48.00	69.00	77.00	77.00	77.00	77.00	77.00	77.00	77.00	77.00	77.00	77.00	77.00
Worcester and Nashua ...1845	....	....	....	....	....	....	....	....	....	39.12	39.12	39.12	39.12	39.12	39.12	39.12	39.12	39.12	39.12	39.12	39.12	39.12
Cape Cod Branch 1846	....	....	....	....	....	....	....	....	....	27.80	28.84	28.84	28.84	28.84	28.84	47.14	47.14	47.14	47.14	47.14	47.14	47.14
Dorchester and Milton....1846	....	....	....	....	....	....	....	....	....	3.24	3.24	3.24	3.24	3.24	3.24	3.24	3.24	3.24	3.24	3.24	3.24	3.24
Lowell and Lawrence 1846	....	....	....	....	....	....	....	....	....	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35
Peterboro' and Shirley ...1845	....	....	....	....	....	....	....	....	....	12.01	12.01	14.10	14.10	14.01	14.10	14.10	14.10	14.10	14.10	14.10	14.10	S.Fitch
Stony Brook 1845	....	....	....	....	....	....	....	....	....	13.16	13.16	13.16	13.16	13.16	13.16	13.16	13.16	13.16	13.16	13.16	13.16	13.16
Newburyport 1846	....	....	....	....	....	....	....	....	....	....	8.55	14.58	14.58	14.58	14.58	14.58	14.58	26.97	26.97	26.97	23.97	26.97
South Shore 1846	....	....	....	....	....	....	....	....	....	....	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50
Grand Junction.....1848	....	....	....	....	....	....	....	....	....	....	6.49	6.49	6.49	6.49	6.49	6.49	6.49	6.49	6.49	6.49	6.49	6.49
Fitchburg and Worcester .1846	....	....	....	....	....	....	....	....	....	....	....	13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99
Norfolk County 1847	....	....	....	....	....	....	....	....	....	....	....	25.96	25.96	25.96	25.96	25.96	(*See* Boston and New York Central.)					
Salem and Lowell 1848	....	....	....	....	....	....	....	....	....	....	....	16.83	16.83	16.83	16.83	16.83	16.83	16.83	16.83	16.83	16.83	16.83
South Reading Branch ...1848	....	....	....	....	....	....	....	....	....	....	....	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
Stockbridge and Pittsfield,1847	....	....	....	....	....	....	....	....	....	....	....	21.93	21.93	21.93	21.93	21.93	21.93	21.93	21.93	21.93	21.93	21.93
Charles River Branch 1849	....	....	....	....	....	....	....	....	....	....	....	....	....	6.10	8.60	8.60	....	(*See* New York and Boston.)				
Medway Branch 1849	....	....	....	....	....	....	....	....	....	....	....	....	....	8.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60
Amb., Palm. & Belchert'n.1850	....	....	....	....	....	....	....	....	....	....	....	....	....	....	19.50	19.50	19.50	19.50	19.50	19.50	19.50	19.50
Boston & N. York Central.1853	....	....	....	....	....	....	....	....	....	....	....	....	....	....	25.96	48.92	61.34	61.34	61.34	61.34	61.34	61.34
Horn Pond 1851	....	....	....	....	....	....	....	....	....	....	....	....	....	....	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Danvers and Georgetown .1849	....	....	....	....	....	....	....	....	....	....	....	....	....	....	12.38	12.38	(*See* Newburyport.)			....	....	.....
Fairhaven Branch.....1851	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	15.11	15.11	15.11	15.11	15.11	15.11	15.11
Old Colony & Fall River..1854	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	87.26	87.26	87.26	87.26	87.26	87.26	87.26
Prov., Warren and Bristol.1851	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	13.60	13.60	13.60	13.60	13.60	13.60	13.60
Agricultural Branch.....1847	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	15.03	15.03	15.03	15.03	15.03	15.03
Danvers 1852	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	9.20	9.20	9.20	9.20	9.20	9.20
Easton Branch.....1852	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3.78	3.78	3.78	3.78	3.78	3.78
Marlboro' Branch.....1852	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3.09	3.09	3.09	3.09	3.09	3.09
New York and Boston....1855	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8.60	8.60	8.60	8.60	8.60	8.60
Hampshire and Hampden.1850	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	24.96	24.96	24.96	24.96	24.96	24.96
Middleboro' and Taunton .1853	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8.03	8.03	8.03	8.03	8.03	8.03

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	87,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '59	99.2	—	.....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,928	78,907	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Jan. '59	319.2	14.7	.....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	.....
28 Feb. '59	88.5	28.4	.....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
-- -- --	—	—	—	26.1	—	—	—	Tennessee and Ala. Central	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Sep. '59	22.5	—	.....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	.....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	.....	3	6		30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	.....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	.....	—	—	—	—	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	155
31 Dec. '58	74.0	—	.....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	.....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	.....	—	—	—	—	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	.....	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	.....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	.....	—	—	—	—	Norwich and Worcester	2,245,406	176,792	—	2,622,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	37
								DELAWARE.													
31 Dec. '58	71.0	—	.....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	.....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	787,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
-- -- 59	154.2	—	.....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '58	—	—	.....	45.1	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- 59	26.5	3.9	.....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	.....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
-- -- 59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	—	—	—	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,308,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	110
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	.....	.....
30 Apr. '59	138.0	—	.....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	.....	88
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	—	—	—	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '58	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,166	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	79½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	79⅞
-- -- 57	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	87½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
-- -- --	148.0	—	.....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
-- -- 58	186.0	—	.....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	—	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,885,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
- -- --	108.0	—	.....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	—	—	—	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- 59	64.0	—	.....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- 58	86.0	49.0	.....	—	—	—	—	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- 58	288.0	—	.....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- 58	74.0	—	.....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,763	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	928,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- 59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	.....	—	—	—	—	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	.....	—	—	—	—	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225.577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,284	99 ,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	—
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	—
31 Dec. '58	—	—	—	23.0	...	...	.....	Penobscot	308,413	.....	—	180,000	143,678	.....	.....	.....	.....	.....	.....	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	98
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	83½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	22½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	106
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	112½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	107½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	107½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	87
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	2
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	3.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,888	-22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,090	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	.....	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	30.5	...	...	.....	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	—	—	—	—	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
-- --	--	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	71½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	29½
-- --	--	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.													
-- --	'59	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	—	—	—	—	—	.....
-- --	'59	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	—	—	—	—	.....
-- --	'59	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	—	—	—	—	—	.....
-- --	'59	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	—	—	—	—	—	.....
-- --	'59	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....			—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal & St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
-- --	--	—	—	—	...	...	.....	*Platte County*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r.by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r.by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	.....	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope	r.by Eas	tern Ma	ss.	—	82½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	*	—	863,400	33,800	108,259	1,005,459	ope	r.by Con	cord.	88,577	8	102½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	54
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	202,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295	—	3,749,000	183,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	132
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	...	...	.....	Warren	1,625,312	*	—	1,024,600	600,000	718	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93.894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	—	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	38,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	143,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	61
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	87½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	29½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	18½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	—	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	96.2	2.0	—	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118 2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,033	71,356	—	—
31 Mar. '59	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	73
-- -- '59	37.0	—	—	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	94½
31 Dec. '59	67.0	—	—	18.0	10	6	295	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11½
30 Apr. '59	109.2	79.4	—	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	47½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	—	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,702	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	90
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	—	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	91
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
3 Aug. '59	36.9	13.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	208,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,067,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	—	20.2	15	6	—	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,820	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,862,355	2,231,617	—	82
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,865	2,121,010	20,180	11,737,041	12,196,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	48½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	96.0	8.0	—	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	73,962	5,000,000	2,498,435	870,078	8,468,513	—	11 mos.	1,036,168	437,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelngs.	Road in progress or projected	Equipment. Engines.	Cars Passenger.	Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	----
30 Sep. '59	9.2	15.5	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	----
31½ Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,037	36,139	.....	13.6	23,514	23,005	1,278	—	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,429,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '58	136.0	106.0	----	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806.3	149,167	—	----
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	----
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	—	—	—	—	—	----
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksav. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	796,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	400,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	8	----
	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	----
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
-- -- '59	43.0	—	----	31.0	----	----	----	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	----
1 May '58	75.0	—	----	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	----
-- -- '60	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989.708	601.509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395.762	354,288	81,561	—	----
31 Aug. '59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793.200	.....	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	760,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42.000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '58	75.8	—	—	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	----
31 Mar. '59	79 .2	—	----	—	----	----	----	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	----
30 Sep. '59	103.5	—	----	—	8	----	----	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
31 Dec. '58	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	8	----
30 Sep. '58	140.5	1.8	----	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25.153	4,424,671	142.3	263,893	491,674	267,192	—	85
31 Mar. '58	75.1	—	----	—	----	----	----	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	80
30 Apr. '59	22.2	2.7	----	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep. '59	38.3	—	----	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	----
31 Aug. '58	80.0	—	----	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	----
30 Sep. '59	178.0	17.0	----	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	52
31 Aug. '59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671.218	7,272,580	214.9	387,413	672,894	278,759	—	----
30 Sep. '57	32.3	—	----	—	----	----	----	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	62,182	—	----
-- -- '57	42.0	—	27.8	—	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	14½
-- -- '57	50.0	—	55.0	—	----	----	----	Milw., Watertown & Baraboo	514,238	.....	—	345,361	132,000	.....	.....	50.0	.....	121,401	.....	—	----
1 Jan. '58	104.0	—	38.8	—	----	----	----	Racine and Miesissippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	81,045	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	———	46,954,261	761.0	2,049,997	1,069,219	4,000	6	36
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
-- -- '59	95.0	1.6	----	—	17	29	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	98.6	254,530	.....	.....	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	70.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	28.8	.....	.....	.....	—	----
-- -- '59	60.0	—	----	—	.....	.....	.....	New Brunswick and Canada	988,740	*	—	868,493	.....	70,263	988,746	60.0	.....	.....	.....	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	----
								NEW GRANADA.													
-- Dec. '58	48.7	—	----	—	.....	.....	.....	Panama	8,000,000	*	—	4,872,000	2,437,000	———	8,622,000	45.7	.....	1,925,444	1,280,180	13	130

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1860	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	88
" "	700,000	6	1880	87
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. ('1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	400,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	----
1st Mortgage	3,600,000	---	------	----
2d Mortgage	2,000,000	---	------	35
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	67½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	80
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	76½
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	------	------	----
***Columbus, Piqua and Indiana:**				
------	------	------	------	----
------	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,560,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	900,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,000	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	94
2d Mortgage (S. F.)	1,738,000	7	1875	94½
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,585,000	7	1875	97
Construction	4,115,000	6	1875	97
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,800,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	23
2d Land Grant (Western Div.)	353,600	†	------	23
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	84
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1863	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	99
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	84½
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	60½
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	64
1st Mortgage (convertible)	650,000	8†	1863	64
1st Mortgage (convertible)	1,250,000	8†	1877	60
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	----
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	876,036	6	1883	----
Mississippi State Loan	200,970	6	------	----

Description.	Amount.	Interest.	Due.	Price.
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	97
Premium Consolidated Stock	8,000,000	6	1883	97
Real Estate	221,000	6	1883	97
New Convertible	3,000,000	7	1864	103½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	98½
3d Mortgage (convertible)	6,000,000	7	1871	97
4th Mortgage (convertible)	3,729,000	7	1880	80
5th Mortgage	1,277,000	7	1883	96
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,133,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	8,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,955,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¾
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	86½
Mortgage (convertible)	3,586,500	6	1886	75½
Lebanon Valley R. R. (convert.)	1,600,000	7	1886	75½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	295,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt.Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.				
---- ----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	81
2d Mortgage (convertible)	2,000,000	7†	'68-'70	56
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16⅜
2d Mortgage	----------	---	------	1⅜
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----	----	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ----	----	----	----	----
---- ----	----	----	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	363,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Sept. 12, 1860.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
FEDERAL STOCKS:—						
U. S. 5s, 1874	----	----	103½	102⅞	----	
U. S. 5s, 1865	----	----	----	102	----	
STATE STOCKS:—						
California 7s	93	93	93	93½	----	93½
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	81½	81½	81½	81½	81½	81½
New York 6s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	112	----
North Carolina 6s	----	----	98½	98½	----	98½
Ohio 6s, 1860	----	113½	----	----	----	----
Tennessee 6s, 1890	91	91	91	91	90½	90½
Virginia 6s	90⅜	91	----	91½	91½	91½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	88	90½	89½	90	90	91
Chicago and Rock Isl.	79	79½	79½	79	79½	80
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	119	----	----	----	----	----
Clev. and Pittsburg	----	10⅜	----	----	11½	12
Clev. and Toledo	45½	45½	45½	46⅜	46½	47⅛
Del., Lack. and West.	----	----	----	----	----	93
Galena and Chicago	79	79⅜	79½	79	79	79
Hudson River	57½	58	59½	60	60½	60⅜
Illinois Central (scrip)	86½	86½	87½	87½	87½	88
Indianapolis and Cinc.	----	----	----	----	----	49
Michigan Central	71	71½	71	71	----	72
M. S. and N. I. guar'd,	46½	48½	48	48½	48	48
M. S. and N. I.	21⅞	23	22⅞	23½	23½	23½
Milwaukee and Miss.	14½	15½	16	----	14⅜	14
New Jersey Central	----	----	----	----	----	----
New York Central	85	85½	86½	86⅜	87½	87½
New York and Erie	28½	29½	29½	29½	29½	29½
N. York and Harlem	18	18½	18½	----	18½	18
N. Y. and H. "pref."	45½	----	----	47½	----	----
Panama	126½	124	127	----	----	----
Phila. and Reading	60½	46¾	47⅞	48	47⅞	47½
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	60½	----	62	----	----	----
" " 2d M.	----	----	----	35	35	35⅞
" " S. F.	80	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '77-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2M. 8 p.c. '75	95	----	----	----	95	----
Hann. & St. J. 1 M. 8s	----	72	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2M. 7 p.c. '60	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	91	----	----	----	----
Illinois Centr. 7 p.c. '75	96	96½	97	97	97½	99
" 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	80	81	81	----
" " 2 M.	46½	48	48½	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	101	101	101	101
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	64½	67½	67	66½	66	66
" " S. F.	----	80	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	85	86
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	96	96½	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	103
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '59	----	----	----	----	98½	----
" 3 M. 7 p.c. '71	----	----	97	97	97	97½
" 4 M. 7 p.c. '80	79½	----	80	80	80	80
" 5 M. 7 p.c. '83	----	----	----	78	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	55	----	----	----	60	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	98	98	----	----	97½
" 2 M. 7 p.c. '64	----	----	----	97½	97½	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	103½	103½	----	----	----	103½
America, Bank of	----	118	----	----	----	----
Commerce, Bank of	100½	----	101	100⅜	101	101
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	112?	----	111½	
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	½25½	----	----	----	----	----
Columbian	----	----	----	----	----	----
Minnesota	----	----	----	----	83	
Isle Royale	10½	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	----	----	95	----	
Cumberland Coal Co.	14½	----	----	----	----	----
Penn'a Coal Co.	83	----	----	----	----	----
Pacific Mail S. S. Co.	83½	86	84	84	82	----
Canton	----	----	----	----	----	----
Brooklyn Water W's.	102½	----	----	----	103	----

The following are the closing prices in the London Market on the 29th August:

United States 5 p. c. red. '74	92½	to	93½
Illinois Central 6 p. c. red. 1875	88	to	90
Do. 7 p. c. red. 1875	88	to	90
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	79	to	81
Mich. Cen. 8 per cent. con. '60	91	to	94
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1882	91	to	93
Do. $100 shares	60	to	62
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	71	to	73
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	87	to	89
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	81	to	83
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	54	to	58
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	89	to	91
Do. 2d mort. 6 per cent. sterling	93	to	95
Do. $50 shares	37	to	39
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, September 15, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

What can the Erie Railroad Pay on its debt Share Capital.

The following is a condensed statement of the cost, earnings, current expenses, net earnings, indebtedness, and interest on same, of the New York and Erie Railroad, for seven years, embracing the whole period from its opening to Dunkirk, to September 30, 1859:

Years.	Total earnings.	Expenditures on all accounts.	Net receipts over expenditures.
1852	$3,537,766	$1,841,168	$1,728,647
1853	4,318,962	2,518,782	1,966,203
1854	5,359,958	2,806,027	2,545,010
1855	5,488,993	2,680,328	2,749,161
1856	6,348,990	3,763,389	2,442,102
1857	5,742,606	4,189,229	1,638,746
1858	4,151,616	4,065,041	1,086,675
1859	4,482,149	3,209,008	1,273,141
Totals	$40,431,040	$25,072,971	$15,429,585
Y'r av.	5,053,880	3,134,121	1,928,698

	Total amount of indebtedness.	Interest on same at 7 per cent.
1852	$19,326,922	$1,352,884
1853	22,828,895	1,600,122
1854	25,126,669	1,758,866
1855	25,902,546	1,813,177
1856	25,882,066	1,811,744
1857	26,873,482	1,881,143
1858	27,170,273	1,901,919
1859	27,301,308	1,911,091
Totals	$200,442,047	$14,029,986
Yearly aver.	25,055,256	1,753,748

Excess of yearly net earnings over interest and expenses $174,950

Total excess of same for seven years.. $1,399,599

For the period named, the ratio of current expenses to gross earnings has been a little over 61

per cent. To pay the interest on the present debt of the Company, $27,363,121, $1,915,418 will be required annually; a sum less by $13,161 than the average annual net earnings of the road for seven years past.

If the Erie Railroad should on the average prove as productive as it has since its opening, to the present time, its earnings would be ample to pay the interest on its whole funded debt of $27,361,-121. But that is no reason to suppose that they will not, for the future, exceed largely what they have been. From 1856 to 1859 the earnings fell off nearly $2,000,000. For the coming year they will be $1,000,000 better than for 1859. We have no reason to anticipate such excessive fluctuations in the earnings of railroads in the future as we have seen in the past. In the United States even, these fluctuations have been excessive only in the newly settled portions of the country, in which the accumulations of wealth had been small, and in which the industry of the people have not had time to become thoroughly organized and systematized. The railroads of the State of Massachusetts suffered little from the revultions of 1857. It is an old, wealthy and densely settled State. The gross and net earnings of all the roads within it since 1856, and the dividends paid, will be seen in the following statement.

	Gross Earn.	Net Do.	Divid. paid.
1856	$10,285,953	$4,225,883	$1,940,450
1857	9,734,321	3,852,101	2,203,889
1858	8,934,792	3,708,950	2,149,200
1859	9,520,900	4,218,177	2,234,977

In the same period the Railroads of the newly settled Western States fell off nearly one half, and dividends were entirely suspended. The roads of this State having intimate relations with them, such for instance as the Erie, came in for their share of loss. The Erie itself traverses for a long distance a new country, subject to excessive fluctuations like the West. But every year the business of this road will be placed in a firmer basis, and exhibit for the future, that uniformity in receipts characteristic of old roads.

But the Erie will soon receive new elements of strength in the completion of the long Dock and in the construction of the Atlantic and Great Western Railroad. The former will in few months be in readiness for use, and will give the road unequalled facilities for business. The Atlantic and Great Western Railroad is making rapid progress. Already has some 85 miles of road been opened, and the work is being rapidly prosecuted in that portion of the line in Pennsylvania. This road will be a most powerful arm for the Erie. It traverses an excellent country and will give the former an independent connection, which has long been greatly needed with the net work of Railroad in Ohio, and through them with the entire Railroad system of the West.

Dayton and Western Railroad.

The following gentlemen have been chosen Directors of this road for the current year: V. Winters, J. Harshman, J. D. Philips, R. W. Steele, H. L. Brown, H. Herrman, E. F. Drake, R. Green, G. W. Cass, E. C. Frash, J. W. Kirk, J. W. Owens, S. Brindly.

Another Branch of Louisville Railroads.

Railroad Celebration.—The citizens of Clarksville, Tenn., are making arrangements to celebrate the completion of the Railroad from Clarksville to this city.—*Louisville Journal.*

New York and Harlem Railroad.

This company like all others that have been embarrassed, is rapidly getting into good shape in respect to its finances. It has no floating debt. Its interest has been always regularly paid. It will, for the coming year earn, over expenses, the interest on its debt and dividend on its preferred stock. At present the surplus earnings are used for the liquidation of the over-due bonds. The non-payment of these is one of the reasons why many of its securities are selling at such low rates. The company for the coming year anticipates a very large increase in its earnings. It has made very favorable arrangements with the New York Central, both for a passenger and freight business, and its trains are to be run in connection with those of that road. A very large increase of traffic must result. The road is well managed, and is in excellent condition, having had very large sums expended upon it for several years to make up for past deficiences and neglects. It has great elements of strength, and all that is wanting is an adjustment of a small over-due debt to have its securities take a deservedly high place in popular favor. The amount of bonds at present over-due is only about $150,000. There will fall due in February $100,000 more. With the exception of these trifling sums, the finances of the company are in excellent condition. For the bonds of the company due in 1863, to the amount of $1,000,000, the company has a real estate which may be applied to their payment, probably of equal value.

Population of Western Cities.

The increase in population of Western cities since 1850, has not been so great as anticipated. It has been very large, but in many cases it has fallen far below what has been claimed. Before the enumeration nothing less than a rate of 300 or 400 per cent. would satisfy the people of the respective cities, each of which wanted the credit of being the smartest, most enterprising and most favorably located town in the country.

The population of Cincinnati by wards is stated as follows:—

First	Ward..	7,376	Tenth	Ward..	11,520
Second	" ..	4,172	Eleventh	" ..	12,731
Third	" ..	8,316	Twelfth	" ..	18,590
Fourth	" ..	9,339	Thirteenth	" ..	7,549
Fifth	" ..	5,905	Fourteenth	" ..	9,039
Sixth	" ..	7,796	Fifteenth	" ..	11,054
Seventh	" ..	7,511	Sixteenth	" ..	10,680
Eighth	" ..	13,280	Sevent'nth	" ..	4,040
Ninth	" ..	9,062			

Total, 1860 158,851
Population in 1850 115,435

Increase 43,396
Increase per centum 37.61

Of all the important towns in the country the growth of Chicago has been the most rapid. In 1850, it had a population of 28,000. The rate of increase has been very nearly 400 per cent. Its population by wards is as follows:

1st,	First	Ward	11,494
	Second	"	10,117
2d,	Third	"	7,094
	Fourth	"	5,012
3d,	Fifth	"	11,402
4th,	Sixth	"	15,066
5th,	Seventh	"	17,939
6th,	Eighth	"	6,706
	Ninth	"	5,213
7th,	Tenth	"	18,302
	Total		109,420

In commerce and wealth it has undoubtedly increased in a much greater ratio. The progress of this city may be regarded as a kind of improvisation,—a creation of the mechanical skill of the day. Measured by the length of its roads, it is the greatest railroad centre in the world. All these have been constructed since 1850. As far as the supplying capital to it is concerned, it has for the past ten years been the most fortunate spot in the world.

We regard the past rapid progress of the city as shadowing its future. Its location is most favorable in every particular. Lying upon the basin of the great Lakes, its commercial facilities cannot be excelled. Its artificial avenues extend in any direction into districts of great fertility. It has a good climate and is abundantly supplied with all the material that lie at the base of commercial or manufacturing greatness.

On the score of population, the palm for the greatest number of people seems to be borne off by St. Louis. It is claimed that the recent census shows an aggregate population of 161,000, against 77,000 for 1850, showing a rate of increase of 109 per cent. This is a rate greater than was anticipated or claimed. St. Louis has had the advantage over all Western towns in possessing a large amount of capital in the shape of money. If the statement published is not an exaggerated one, the future progress of the city must be very rapid, as it is only just beginning to feel the effect of its system of railroads. Of these lying within the State of Missouri, not one is yet completed, and not a single one in position to achieve one-half the results predicated of it. The present western terminus of the Pacific Railroad is yet nearly 100 miles from the western boundary of the State. The Southwest Branch is not yet sufficiently extended to show any useful results. With the Southwestern portions of the State, one of the most valuable mineral districts in the United States is reached. The Iron Mountain Railroad must be extended to some point on the Mississippi to be productive. The completion of the system marked out by the State would add vastly to the commerce and importance of its commercial capital.

The cities of secondary importance in the Northwest, Cleveland, Detroit and Milwaukee, have very nearly the same number of inhabitants. They stand respectively as follows:

	Population in 1860.	Population in 1850.	Increase.
Detroit	46,834	21,019	25,815
Milwaukee.	45,325	20,061	25,264
Cleveland	43,550	17,034	26,516

Cleveland has gained somewhat by the addition of Ohio City, and has increased less, in fact, than either of the other two. They all fall far below the estimates, but still show a rate of increase exceeding 100 per cent. for the past ten years. We presume that none of them has gained any considerable amount since 1857.

Population of Milwaukee.

For the last twenty years the population of Milwaukee has increased at following rates:

Years.	Population.
1835	500
1840 U. S. census, ...	1,700
1845	8,000
1850 U. S. census, ...	20,061
1855 State census, ...	30,448
1860 U. S. census, ...	45,[illegible]

Insurance Dividends.

The Germania Fire Insurance Company has declared a semi-annual dividends of 6 per cent. payable on demand.

The Exchange Fire Insurance Company has declared a semi-annual dividend of 6 per cent. payable on demand.

The Phenix Fire Insurance Company of Brooklyn, has declared a semi-annual dividend of 8 per cent. payable on demand.

The Atlantic Fire Insurance Company of Brooklyn has declared a dividend of ten per cent. payable on demand.

The Corn Exchange Fire and Inland Navigation Insurance Company, has declared a semi-annual dividend of ten per cent. payable on demand.

Louisiana Sugar Crop.

The annual report of P. A. Champomier states the Sugar Crop of Louisiana the year 1859, at 221,810 hogsheads or 255,115,796 pounds. The crop of the next preceding year was 362,296 hogsheads or 414,796,000 pounds. The deficit compared with that of last year is therefore 140,656 hogsheads or about 159,681,214 pounds.

The following table shows the amount of Sugar produced in each parish for the past two years:

	1859.		1858.	
Parishes.	Sugar Houses.	Sugar Hhds.	Sugar Houses.	Sugar Hhds.
Rapides	36	12,876	36	17,133
Avoyelles	19	3,542	19	6,413
W. Feliciana	15	4,933	15	6,471
Point Coupee	54	10,640	54	18,213
E. Feliciana	6	812	6	1,570
W. Baton Rouge	54	8,563	54	21,683
E. Do. do.	47	5,683	47	12,255
Iberville	122	19,485	122	38,876
Ascension	55	15,496	55	28,444
St. James	88	15,400	83	27,302
St. John Baptist	63	4,637	63	11,271
St. Charles	34	6,719	34	9 146
Jefferson	24	4,888	24	3,143
Or'lns & St. Bar'd.	34	4,794	24	6,566
Plaquemines	44	13,921	44	12,433
Assumption	148	17,079	148	32,725
Lafourche Inter'r.	77	13,264	74	8,866
Terrebonne	81	14,983	81	22,815
St. Mary	173	23,690	173	44,634
St. Martin	79	7,024	77	13,548
Vermillion	14	606	14	862
Lafayette	7	831	7	1,286
St. Landry	44	6,209	41	7,388
Cistern Bottoms.		5,763	..	9,252
Total	1,308	221,840	1,298	362,296
Brown, old process		192,108	....	308,471
Refined, clarified		23,969	....	44,673
Cistern Bottoms		5,763	....	9,252
Total hogsheads		221,840		362,296

The following table shows the crops for each of the last twenty-six years:

1834	hhds.	100,090	1847	hhds.	240,000
1835	"	30,000	1848	"	220,000
1836	"	70,000	1849	"	208,000
1837	"	65,000	1850	"	211,000
1838	"	70,000	1851	"	236,000
1839	"	115,000	1852	"	322,000
1840	"	87,000	1853	"	449,000
1841	"	90,000	1854	"	347,000
1842	"	140,000	1855	"	231,000
1843	"	100,000	1856	"	74,000
1844	"	200,000	1857	"	279,000
1845	"	186,000	1858	"	362,000
1846	"	148,000	1859	"	222,000

The prices of Sugar at New Orleans ranged in 1859–60 from 5¾c per lb. in Sept. 1859 to 7¾ cents in August 1860. The range in 1858–9 was from 5½ to 7 cents.

The total quantity of Sugar imported into the United States for the year ending 31st December, 1859, was ..... 262,829 tons
Add to this stock on hand, 1st Jan.. 13,346 "

Total foreign supply ..... 276,175 "
Deduct quantity exported '59.14,194 "
And st'k on hand 1st Jan. 1860 22,947.–37,141 "

Total for consumption ..... 239,034 "
Add crops of 1858–9 of Louisiana, Texas, Florida, the bulk of which was distributed in 1859 193,425
Shipped to California ..... 1,285–192,150 "

Total for consumption 1859 ..... 431,184 "

The consumption of domestic and foreign cane-sugar in the United States for the past ten years, has been as follows:

Year.	Domestic.	Foreign.	Total.
1850	126,421	143,045	269,466
1851	107,438	181,017	288,485
1852	118,659	196,558	315,217
1853	172,379	200,610	372,989
1854	234,441	150,854	385,298
1855	185,148	192,604	377,152
1856	123,468	255,292	378,760
1857	39,000	241,765	280,765
1858	143,634	244,758	388,492
1859	192,150	239,034	431,184

The average increase for the above 10 years has been about 6¾ per cent. per annum.

The total yield of Molasses in Louisiana in 1859 is estimated by Champomier at 17,858,100 gallons, allowing 70 gallons to each 1,000 lbs. of sugar produced. Total yield including Texas, Florida, etc. 25,967,760 gallons. Total consumption foreign and domestic, 54,260,970 gallons.

Morris and Essex Railroad.

The following is a statement of the financial condition of this road and of its operations for the past year:

Capital stock		$1,157,899 00
Funded debt		340,000 00
Contingent fund		268,434 88
		$1,766,234 88
Cost of road and equipment	$1,622,556 06	
Telegraph stock	2,000 00	
Capital stock of Newark and Bloomfield R. R.	55,000 00	
Wood on hand paid for.	4,500 00	
Cash and cash items..	82,178 82	
		$1,766,234 88

Income from passengers, freight, mails and sundries, during the year ending December 31st, 1859:

From passengers	$146,588 66
" freights	100,203 94
" mails and sundries	8,443 75
	$255,236 35

EXPENSES.

Paid for repairs of road, bridges, buildings &c	$45,168 76
Paid for repairs of engines, cars and machinery	28,751 88
Paid for wood, oil and waste	19,241 33
" for operating the road	46,848 40
" for salaries and insurance	7,904 65
	$147,915 02
Paid interest during the year on the funded debt of the company	$22,749 30
Paid two semi-annual dividends, one of 3 per cent. and one of 3½ per cent. on the capital stock of the company, amounting in the aggregate to	75,257 15
	$98,006 45

Eaton and Hamilton Railroad.

The receipts and disbursements, as shown by the annual report, to June 30th, are as follows:

From passengers and freight	$142,753 81
" sales of scrap iron	471 45
" " wood	135 39
" proportion of car account with other companies	2,638 12
" assets of the company prior to July 30th, 1859.	2,949 32
Total receipts	$148,948 00
The working expenses, including renewals, repairs, etc., during the same time	126,841 47
Of this sum, your relators have paid..	115,965 40
Leaving unpaid	$10,875 98

Of this amount ($10,875 98), $5,238 87 is due on the pay roll for June, and the balance for wood, rents, materials, etc.

In addition to the above, there remains unpaid for counsel fees, $2,500, and the further sum of $1,430 31 for balances on claims settled and partly paid up, leaving a total unpaid debt of $14,716 29.

To pay off this debt, your relators have on hand the assets per June report, that is to say	$5,013 22
Individual debts (available	519 21
And surplus wood and material on hand.	9,183 86
	$14,716 29

Ohio and Mississippi Railroad.

At a recent meeting of the stockholders of the Western Division of the road, the following gentlemen were chosen Directors for the ensuing year: Daniel D. Page, of St. Louis; Samuel L. M. Barlow, of New York; Joseph W. Alsop, of New York; Daniel R. Garrison, of St. Louis; George Partridge, of St. Louis; Samuel Gaty, of St. Louis; Peter N. Ham of St. Louis; Thomas Brown, of St. Louis; Henry D. Bacon, of St. Louis; George K. McGunnegle, of St. Louis.

At a subsequent meeting of the Board the following officers were chosen: S. L. BARLOW, *President;* H. D. Bacon, Vice-President; G. K. McGunnegle, Secretary; Peter N. Ham, Treasurer; Wm. Holmes, Counselor.

South-eastern of Portugal Railway.

This projected line of the handy length of 80 miles, commences by a junction with the terminus of the Barreiro line at Vendas Noyas, and proceeds to Evora and Beja. It will form the great trunk line through the heart of Southern Portugal, having no competition either by land or water. The Directors state they have the greatest confidence that the railway will be constructed and equipped for £8,500 per mile; but in order to provide against all contingencies, they have fixed the capital at £9,400 per mile, or £750,000. Deducting the subvention of £5,600 per mile, the cost is reduced to the trifling sum of £3,750 per mile, or £300,000, for the Government of Portugal grant a subvention towards the construction of the railway equal to £5,600 per mile, to be paid *pro rata* as the works progress.

On so slow a capital cost the profits would be very large assuming that only a half of the revenue of the Peninsular lines be obtained, and that it be worked at 50 per cent.

The capital consists of £750,000, of which £300,000 will be raised in 15,000 preference shares of £20 each, bearing 7 per cent. interest, payable half-yearly. The Government of His Most Faithful Majesty of Portugal has made a free grant in aid of the construction of the railway of £450,000, which will form the deferred stock, and be entitled to the entire surplus profits after payment of 7 per cent. interest on the above preference stock. Every allottee of preference shares will be entitled to a

like number of shares of £20, fully paid up, in the deferred stock of the company, for which separate scrip certificates will be issued.

In the list of Directors we notice the names of several gentlemen well acquainted with railway matters.—*Herapath.*

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GESNER'S, Chemists & Engineers.

Notice to Contractors.

ENGINEER'S OFFICE, COVINGTON & OHIO R. R., *At Callaghan's, Alleghany County, Va., 27th Aug., 1860.*

SEALED PROPOSALS, addressed to the undersigned, and endorsed "Proposals," will be received at this office until 12 o'clock M. of Wednesday, the 26th of September next:

For the construction of a Tunnel near 3,700 feet long, 15½ miles west of Covington;

For the grading of a temporary Railroad track over the above tunnel;

For the grading of about one-half mile and completion of the grading of one mile of Railroad, at and near Covington;

And for the cross-ties required for twenty-five miles of Railroad track and sidings, between Covington and the White Sulphur Springs.

The Specifications and plans of the work, and the form of contract, which states fully the terms and conditions upon which the above work will be let, may be had and seen at this office, on and after the 12th of September next.

The right is reserved to accept such proposals as will best secure the faithful construction and completion of the work, according to contract, and to reject any or all that are not satisfactory.

No transfer of the allotment of any work will be allowed.

Persons proposing for work, who may be unknown to the undersigned, are expected to present satisfactory references.

By order of the Board of Public Works.

3135 CHARLES B. FISK, Chief Engineer.

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SHEET No.			SHEET No			
1. General Table for all Bases and all Slopes.			13. for Base 18 ft. Slop.			1½ to 1
			14. " 20 "			1½ to 1
2. For Side Hill Cuts and Fills.			15. " 24 "			¾ to 1
3. Base 12 ft. Slopes	1½	to 1	16. " 24 "			1½ to 1
4. " 14 "	1½	to 1	17. " 25 "			1½ to 1
5. " 15 "	¾	to 1	18. " 26 "			1½ to 1
6. " 15 "	1	to 1	19. " 28 "			¾ to 1
7. " 15 "	1½	to 1	20. " 30 "			1 to 1
8. " 16 "	¾	to 1	21. " 30 "			1½ to 1
9 " 16 "	1	to 1	22. " 30 "			1½ to 1
10. " 18 "	½	to 1	23. " 32 "			1 to 1
11. " 18 "	¾	to 1	24. " 32 "			1½ to 1
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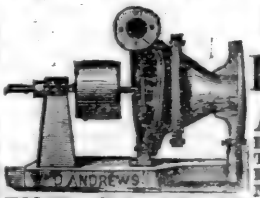
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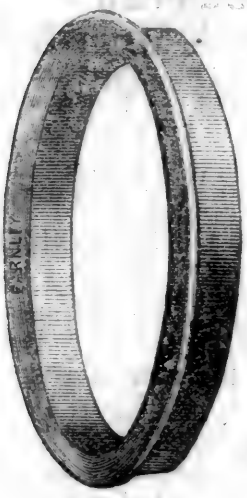
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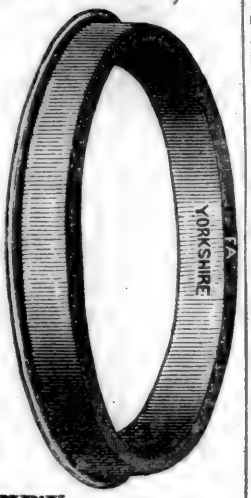
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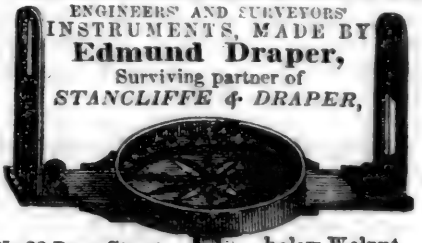
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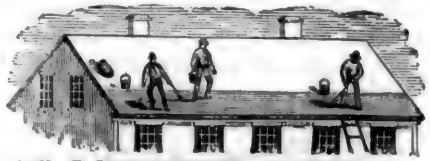
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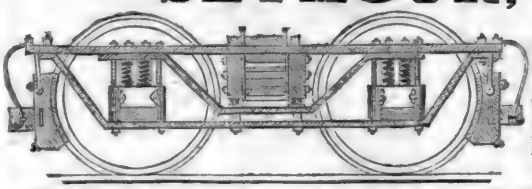
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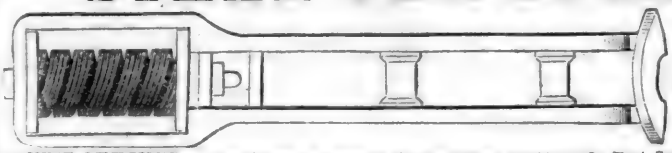
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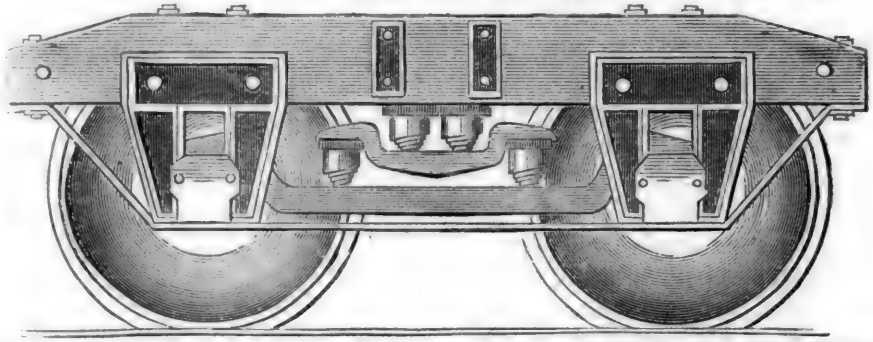
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HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Baltimore and Ohio Railroad 837
Memphis and Charleston Railroad 840
Pennsylvania Improvements 841
History of Railroads and Canals in the U. S... 848
Railroads of the United States 849
Contract to Construct Cars 850
Population of Boston 850
Detroit and Milwaukee Railroad 850
Tennessee and Alabama Railroad 850

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, September 22, 1860.

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(*Financial year ending 30th September*, 1859.

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PRINCIPAL OFFICE ..... BALTIMORE, Md.

LENGTH OF ROAD—*Main Line*, Baltimore to Wheeling ..... 379.6 miles.
Second track, including sidings turnouts, switches, etc., 102.22 miles.
Washington Branch RR..... 30.0
Second track, including sidings, turnouts, switches, etc., 5.72 miles.
N.-Western Virginia RR., 103.5—133.5 "
Second track, including sidings, turnouts, switches, etc,, 8.14.

Total length of road owned, leased, and operated by company ..... 513.1 miles.

ROLLING STOCK—Locomotive engines: in passenger service, 28; in coal, stock and tonnage service, 145; in other service, 13; under or awaiting repairs, 39; extras, not in service, 10 235
Passenger Cars—*On Main Line*, 91; and on *Washington Br.*, 35... 126
Burden Cars—*On Main Line, and N. W. Virginia Railroad*, tonnage, 1,688; stock, 150; coal, 1,290; ballast, 128, and snow-ploughs, 16 3,272
Washington Branch, tonnage, 146; stock, 2, and snow-ploughs, 2 ..... 150— 3,548

The *Baltimore and Ohio Railroad Company* was incorporated in the State of Maryland on the 28th February, and in the State of Virginia on the 8th March, 1827, with authority to construct a railroad from Baltimore to some eligible point on the Ohio River, with a capital of $5,000,000, and the right of organizing on the subscription of one-fifth that amount. The required subscription of $1,000,000 having been obtained, the Company was organized in the following April, and the surveys of the route at once undertaken under the superintendence of Col. S. H. Long and Jonathan Knight. To aid them several members of the United States Topographical Corps were detailed by the General Government. A report of the preliminary surveys was made in April, 1828, and the road located to the Point of Rocks during the ensuing summer. On the 4th July, ground was broken at Baltimore by the venerable Charles Carroll, of Carrollton, and shortly after the first section, extending to Ellicott's Mills, was put under contract. The remaining distance to the Point of Rocks was not let till the following summer.

At the close of 1828, the capital subscribed amounted to $4,000,000, of which $3,000,000 had been taken by individuals, $500,000 by the City of Baltimore, and $500,000 by the State of Maryland. Application for aid was made to Congress in the same year, but failed of success.

In 1830, a section of the road, within the limits of the city, was constructed. In 1831, it was extended to Frederick City, and in 1832, to the "Point of Rocks." At this place the Chesapeake and Ohio Canal Company had appropriated to itself for its proposed work, the narrow gorge through the mountains, and it was not until several years had elapsed that this obstacle to the further progress of the road was removed, through the interposition of the Legislature.

On the 9th March, 1833, a charter for the Washington Branch was obtained. It contained a stipulation that *one fifth* of the gross earnings from passengers should be paid over for the benefit of the State; the amount so paid not to be less than 25 cents from each passenger transported over the road. The construction of this branch was soon after commenced, surveys of the route having been previously made. Towards its construction the Baltimore and Ohio Company contributed $1,016,800. It was opened from the junction to Bladensburg, 24 miles, on the 20th July, and to Washington, 30 miles, on the 25th August, 1835.—(*See Washington Branch R. R.*)

Up to 1831, the trains were drawn over the road by horse-power. In January of that year, the Company offered $4,000 for the most approved locomotive engine, of American manufacture, to burn coal or coke, and $3,000 for the second best. Three engines were tendered the company, but only one, the "York," built by Phineas Davis, was accepted. This engine was mounted on four wheels, the movement being obtained by means of gearing, with a pinion and spur-wheel on one of the axles. By this engine a speed of 15 miles the hour was obtained on curves with radii of 400 ft., and double this speed on straight lines.

The portions of the road first built, were constructed with a flat bar, laid, in some cases, on a stone foundation; in others, upon longitudinal sills. The stone sub-structure was soon dispensed with, and a new improved pattern of rail came early into use.

In 1834, the road was opened to Harper's Ferry. In 1836, surveys were made for the extension of the road to Cumberland and Wheeling, for which purpose $3,200,000 were subsequently subscribed by the State. In the same year, the viaduct over the Potomac River, at Harper's Ferry, was completed, and a connection formed with the Winchester and Potomac Railroad.

At an early period in the history of the Company, permission had been obtained from the State of Virginia, for the location of the road through a portion of its territory. The time having elapsed in which the road was to be constructed, an act was passed, 1838, enlarging the time to five years, and requiring the Company to locate within the State, (with the exception of five miles,) its road from Harper's Ferry to Cumberland. This act also designated the City of Wheeling as the western terminus of the road. At the same time the State made a subscription to the capital stock of the Company to the amount of $1,058,420, being one-fifth of the estimated cost of road within its limits. This act was accepted by the Company, and the line to Cumberland placed under contract, and completed on the 5th November, 1842.

No progress had been made in the construction of the road beyond Cumberland from 1842 to 1847, the authority granted by the State of Virginia having expired. In the last named year, another act enlarging the time was obtained. The cost of the extension to Wheeling was estimated at $6,000,000. In 1849, the means for resuming work were provided by the negotiation of the bonds of the State granted to the Company. From that date it was vigorously pressed forward, and on the 12th January, 1853, the whole line formally opened for business. The road, however, was in an unfinished state, and an application was made to the City of Baltimore for a loan of $5,000,000, to be secured by a mortgage upon it. The application was granted, and the proceeds of the loan were expended, in arching the numerous tunnels on the line of the road, in laying a double track on a portion of it, and in various other improvements. The total length of all the tunnels on the road is 12,804 feet; the longest being the Kingwood tunnel, of 4,137 feet.

The Parkersburg Branch, (North Western Virginia) Railroad Company was chartered on the 14th February, 1851. The construction of its road was commenced in December, 1852, and it was so far completed that cars passed over its whole length on the 1st May, 1857. This road was built under the joint auspices of the City of Baltimore and the Baltimore and Ohio Railroad Company. The City guaranteed $1,500,000 of its 1st Mortgage bonds, and the Baltimore and Ohio Company $1,000,000 of its 2d Mortgage bonds. Since that period, exclusive of an additional guarantee of $500,000 bonds, the Baltimore and Ohio Railroad Company has advanced on account of the road, $1,795,326. In this advance, under agreement with the North Western Company, has been included $90,000 per annum for interest paid on the bonds for which the company is guarantor. In June, 1859, the Council of the City appropriated, for five years, 25 per cent. of the dividends on its stock in the Baltimore and Ohio Company, to aid the North Western Company in completing the tunnels on the line of its road. This road is operated under a contract, dated 27th December, 1856, by the Baltimore and Ohio Company, and which took effect on the 1st January, 1857. The contract is for five years, and may be renewed at the option of the lessee, for a second term. The rent paid is 40 per cent. of the gross earnings.—(*See N. W. V. RR.*)

SHARE CAPITAL—$13,118,902: classified as follows:

—held by individuals	54,262	shares	$5,426,200
— " by the State of Md.	6,856	"	685,600
— " by the City of Balt.	35,000	"	3,500,000
— " by the City of Wh.	5,000	"	500,000
Total ordi'y share capit.	101,118	"	$10,111,800
Script, not funded	71.02	"	7,102
Prefer'd, 6 per ct. stock.	30,000	"	3,000,000

The "Preferred Stock" was subscribed by the State of Maryland in 1838 and paid for in 5 per cent. sterling bonds, and is a first lien on the road.

FUNDED DEBT—$10,781,833; classified as follows:

Mortgage, 6 per cent. loan $1,000,000
—issued in 1834, and payable, principal 1st January, 1867, and interest quarterly in January, April, July and October, at Baltimore.

Mortgage, 6 per cent. coupon bonds $700,000
—issued in 1850, and payable in 1880, and interest semi-annually, 1st January and 1st July, at Baltimore

Mortgage, 6 per cent. coupon bonds $2,500,000
—issued in 1853, and payable in 1885, and interest semi-annually, 1st April and 1st October, at Baltimore.

City Loan, 6 per cent. bonds..... $5,000,000
—in 1855, and payable, principal in 1890, and interest semi-annually, at Baltimore. Issued to the city of Baltimore in exchange for a like amount issued by the city for the benefit of the railroad company.

Mortgage, 6 per cent. coupon bonds..... $453,333
—dated 1st January, 1850, and payable, principal 1st January, 1860, and interest semi-annually, 1st January and 1st July, at Baltimore. Of these bonds $334,000 are held in Sinking Fund for the redemption of mortgage debts. They were issued in payment for iron.

Mortgage, 6 per cent. coupon bonds.... $1,128,500
—dated 1st January, 1855, and payable, principal 1st January, 1875, and interest semi-annually, 1st January and 1st July, at Baltimore.

SINKING FUNDS.

The company has established and has in operation three Sinking Funds for the redemption of its debts, namely:

1. *For the redemption of the* $5,000,000 *City loan.*—This fund was established in accordance with the ordinance of the City Council granting the loan, which stipulated for the retention of $500,000 to be invested as a sinking fund. The fund including the accrued interest now amounts to $671,615.

2. *For the redemption of the mortgage debts.*—This fund was established, under a resolve of the Board of Directors, passed on the 17th December, 1856, which appropriated the sum of $113,333 annually, being about one per cent. of the share capital for the redemption of its mortgage debt. The first payment was made for 1857. The fund now amounts to $413,222, being three years' contributions with interest. The proceeds have been invested in the purchase of the Iron Bonds which matured in 1857, '58 and '59.

3. *For the redemption of ground rents on Camden Station.*—This fund was established in 1853, and now amounts to $60,710.

FLOATING DEBT.—$285,324, viz: open accounts, $81,190; unclaimed dues, $19,942, and Washington Branch Railroad, $184,192.

INCOME ACCOUNT FOR THE YEAR ENDING 30TH SEPTEMBER, 1859.

Receipts—		
Passenger earnings		$690,207
Freight "		2,771,637
Mails, express, etc.		156,774
Total		$3,618,618
Disbursements—		
Road department	$405,451	
Machinery "	709,914	
Transportation department	533,487	
General expenses	36,146	$1,684,998
Balance to profit and loss		1,933,620
Total		$4,618,618

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH SEPTEMBER, 1859.

Dr.	
Dividend, 3 p. c. (paid 18th May, 1850)	$ 303,348
Discount on bonds of City of Baltimore.	1,199
Interest	726,224
Ground rents	25,320
Virginia State tax on passengers	11,594
Balance to credit	6,092,317
Total	$7,160,002
Cr.	
Balance from 1858	$5,052,275
Balance from income, 1859	1,933,620
Dividend Washington Branch stock	91,512
Increment of sinking funds	69,620
Rent (W. Br. Co.) use of shops, etc.	17,127
House rents	4,848
Total	$7,160,002

GENERAL LEDGER BALANCE SHEET, 1ST OCT. 1859.

Cr.	
Share capital	$13,118,902
Funded debt	10,781,833
Open accounts	81,190
Unclaimed dues	19,942
Washington Branch R. R. Company	184,192
Profit and loss	6,092,317
Total	$30,278,376
Dr.	
Road, etc	$24,891,415
Loans bonds and stocks*	3,296,780
Sinking funds	1,145,556
Bills receivable	134,679
Outstanding dues	69,556
Uncollected revenue	264,981
Materials—Machinery department	75,469
" Road department	75,469
Cash in hand of officers	2,055
Balance in treasury	226,583
Total	$30,278,376

*Bonds, stocks and dues, viz:—Bonds of Central Ohio Railroad Company, $400,000; Central Ohio Railroad Company, $41,371; Western Telegraph Company, $2,191; stock of Pittsburg and Connellsville Railroad Company, $35,000; North-Western Virginia Railroad Company, $1,795,326; Wellersburg and West Newton Plank Road Company, $6,050; stock of Washington Branch Railroad Company, $1,016,800.

Coal trade for 1859:

Pts. of Depart.	Delivered at Locust Point.	Balti-more.	Way Stations.	Total.
Cumberland ..	90,079	5,337	1,368	96,785
Piedmont.....	175,091	30,845	14,595	220,532
Newburg.....	....	21,588	1,143	22,731
Nuzum's	....	400	....	400
Fairmount....	....	556	2,724	3,280
Total	265,170	58,728	19,830	343,729

	Consumed by Com'y.	Aggreg'e Carried.
Cumberland.....	....	96,785
Piedmont	44.772	265,304
Newburg.....	8,169	30,900
Fairmount....	251	3,913
Total.....	53,192	396,921

Equivalent to one ton carried 74,484,740 miles. The revenue from this species of freight was $834,380.

The following table shows the quantity of coal delivered at Baltimore, and also the total freight-tonnage from 1843 to 1859 inclusive:

Year.	Coal.	Total.	Year.	Coal.	Total.
1843..	4,964	52,634	1852...	132,306	252,243
1844..	5,687	57,103	1853...	308,890	459,495
1845..	16,021	71,061	1854...	444,817	661,597
1846..	18,394	94,670	1855...	451,870	622,589
1847..	50,259	158,466	1856...	446,013	703,377
1848..	67,289	157,405	1857...	490,943	723,019
1849..	71,699	176 610	1858...	310,529	598,080
1850..	132,534	230,388	1859...	323,898	566,214
1851..	139,110	246,724			

The total earnings of all the roads operated by the Baltimore and Ohio Company for the two years ending 39th September, were as follows:—

Year.	Balt. & Ohio.	N. W. Vir.	Wash. Br.
1858—Passengers..	$ 681,878	$41,080	$345,367
Freight.....	3,174 607	206,974	124,056
Total.....	$3,856,485	$248,004	$469,423
1859—Passengers..	$ 690,207	$46,320	$335,256
Freight.....	2,928,411	199,851	106,963
Total.....	$3,518,618	$240,171	$442,219
Decrease in 1859...	$237,867	$7,833	$27,204

Year.	Total.
1858—Passengers.....	$1,068,275
Freight.....	3,505,637
Total.....	$4,573,912
1859—Passengers.....	$1,068,275
Freight.....	3,235,225
Total.....	$4,301,009
Decrease in 1859.....	$272,903

The whole number of passengers carried on the several roads in 1859 was as follows:—

	Passengers. Going East.	Going West.	Total.
Balt. and Ohio	145,425	157,004	302,420
N. W. Virginia.....	16,531	15,529	32,060
Wash. Branch.....	187,845	165,504	353,349
Total.....	349,501	338,037	687,838

	Passengers carried one mile. Going East.	Going West.	Total.
Balt. and Ohio..	5,354,403	8,222,527	13,587,939
N. W. Virginia.	798,424	572,436	1,370,860
Wash. Brauch..	6,398,675	4,965,263	11,363,938
Total.....	12,521,502	13,761,226	26,312,728

The whole tonnage of freight transported in 1859 was as follows:—

	Tons of freight. Going East.	Going West.	Total.
Balt. and Ohio.....	659,325	222,751	882,076
N. W. Virginia.....	83,094	29,897	112,991
Wash. Branch.....	28,033	50,456	78,489
Total.....	770,452	303,104	1 073,556

	Tons carried one mile. Going East.	Going West.	Total.
Balt. & Ohio.	130,262,755	33,631,668	163,894,423
N. W. Virg...	8,047,950	2,788,579	10,836,520
Wash. Br....	304,650	1,076,389	1,381,039
Total ...	138,615,355	37,496,636	176,111,991
Deduct tonnage to and from Main Stem: Carried on N. W. Virg. RR.			103,815
" Washington Branch...			72,245
			176,060
Net tonnage hauled over all the lines..			.897,496

Table showing the quantity of freight (in tons of 2,000 lbs.,) which has been transported over the Baltimore and Ohio Railroad and the Parkersburg Branch Railroad, between Baltimore and the stations on the Ohio River since the completion of the lines:

Eastward from—	1853.	1854.	1855.	1856.
Wheeling	21,014	90,368	65,047	132,955
Benwood	.....	.....	.....	
Moundsville....	.....	.....	7,732	12,463
Parkersburg	.....	.....	.....	.....
Total Eastward.	21,014	90,368	72,779	145,598

	1857.	1858.	1859.
Wheeling	103,198	31,512	19,100
Benwood		68,001	44,782
Moundsville		.....	.....
Parkersburg.	23,125	70,571	71,246
Total Eastward	126,323	170,084	135,127

Westward to—	1853.	1854.	1855.	1856.
Wheeling	15,183	37,492	39,864	52,559
Benwood	.....	.....	.....	7,008
Moundsville....	120	459	615	583
Total Westward,	15,305	37,951	40,484	60,150
Tot. thr'gh tonn.	36,317	128,319	105,531	205,748

	1857.	1858.	1859.
Wheeling	31,002	14,343	11,657
Benwood.	21,598	22,383	34,497
Moundsville	599	128	56
Parkersburg.	10,919	18,053	21,316
Total Westward	64,088	54,907	66,526
Total through tonnage,	190,411	224,991	201,653

Abstract of the tonnage transported easterly from stations on the main stem and delivered at Baltimore for the years ending 30th September:

1832....	29,416	1839..	44,852
1833....	37,166	1840..	60,503
1834.....	36,192	1841..	40 482
1835....	46,979	1842..	36,616
1836....	40,805	1843..	52 634
1837....	40,696	1844..	57,107
1838....	45,663	1845..	71,061
1st seven yrs...	276,917	2d seven years..	363 255
Average.....	39,559	Average.....	51,894
1846....	94,670	1853....	459,495
1847....	158,466	1854....	661 567
1848....	157,405	1855....	622,589
1849....	176,610	1856....	703,377
1850....	230,388	1857.....	723,019
1851..	246,724	1858.....	578,085
1852..	252,243	1859...	566,214
3d seven yrs..	1,316,506	4th seven yrs..	4,314,377
Average	188,072	Average	616,339

Cost, Earnings, Expenses, Etc., of the "Main Stem" Yearly.

Year.	Cost of Road, etc.	Mile-age.	Gross Earnings—Passengers.	Freight.
1830....$	1,178,165	14	$14,711	$....
1831....	2,000,000	61	27,250	4.155
1832....	2.250,000	69	67,910	69,027
1833....	2.500,000	69	83.233	121,447
1834....	3,000.000	81	89,182	116,255
1835....	3.311,250	81	93,540	169,828
1836....	3,474.600	81	128.126	153,186
1837....	3.600.000	81	145,625	155.676
1838....	3,800,000	81	166.694	198,580
1839....	4.000.000	81	173,860	233.487
1840....	4,000,000	81	177,035	255.848
1841....	4,000,000	81	179.616	211,454
1842....	7,450.000	178	181,177	245,315
1843....	7.570,911	178	274,617	300,618
1844....	7 641.822	178	336.876	321.743
1845....	7,742,410	178	369,882	368,721
1846....	7,725.100	178	413.341	468.346
1847....	8.064,597	178	447.020	654,917
1848....	8,7 8,479	178	434,540	779.124
1849....	8.798,479	178	394.497	846.708
1850....	8,798 619	178	395.830	945 975
1851....	13,038,590	206	355,155	994,067
1852....	18.000,000	302	375,054	949,809
1853....	20.708,028	380	464.245	1,569.174
1854....	22.218,850	380	569.091	3.076 518
1855....	22.760.205	380	608.299	1,103 354
1856....	23,304.726	380	672.999	3,712,952
1857....	24.413.918	380	732.262	3.884.736
1858....	24,802 646	380	681.877	3,174.609
1859....	24,891,415	380	690.207	2,928,411
30 yrs...	303,842 810	5,423	9,744,351	29,604 790
Aver....	10,128,094	181	324,812	986,826

Year.	Total earnings.	Earnings, less exp.	Div. Amt.	Div. p. c.
1830.....	$14,711	$2,726		
1831.....	31,405	20,410	$69,075	3
1832.....	136,937	61.264		
1833.....	195,680	57,195	30.061	1
1834.....	205.437	67,035	*nil.*	*nil.*
1835.....	263.368	102.152	45.002	1
1836.....	281,312	68,375	*nil.*	*nil.*
1837.....	301,301	12.176	"	"
1838.....	365,224	93.643	"	"
1839.....	407.347	94.647	"	"
1840.....	432.883	157,694	80.000	1½
1841.....	391,070	151,448	130,000	2
1842.....	426.492	209,777	*nil.*	*nil.*
1843.....	575.235	279 402	140.000	2
1844.....	658.619	346.986	175,000	2½
1845.....	738,603	374,762	*nil.*	*nil.*
1846.....	881,687	426 847	210.000	3
1847.....	1.101.937	511,108	210 000	3
1848.....	1,213,664	551,558	227,400	3¼
1849.....	1,241.205	596 571	361.302	5¼
1850.....	1.341,805	732.216	531 209	7
1851.....	1.349.222	653.303	568,393	7
1852.....	1.325.563	615.384	608,181	7
1853.....	2,033,419	797,792	294.099	3
1854.....	3,645,909	1,619,397	*nil.*	*nil.*
1855.....	3.711.453	1 601 090	"	"
1856.....	4.385.951	2 001,172	303,348	3
1857.....	4.116,998	1,856,213	303 348	3
1858.....	3,856,486	1.325 287	*nil*	*nil.*
1859.....	3,618,618	1,933.620	303,348	3
30 yrs....	39,349,141	17,421,250	4,589.866	
Aver.....	1,311,638	580,708	186.329	2

Note.—The dividends from 1848 to 1852 inclusive were paid in stock.

Harrisburg and Lancaster Railroad Co.

The annual meeting of the stockholders of this company was held recently in Philadelphia. For the year ending August 31, 1860, the earnings and expenditures were as follows:

Gross earnings.....	$436 237 25
Expenditures	282,802 57
Net earnings.....	$153,334 68

Memphis and Charleston Railroad.

From the 10th annual report of the Memphis and Charleston Railroad Company, being for the year ending 30th June, 1860, we derive the following information.

The cost of the road and equipment, and everything incident thereto, including the Florence and Somerville branches, 291 miles in length, has been $6,744,647 or $23,177 per mile. Cost of Florence Branch $43,519 per mile.

The receipts and expenditures in the operative department have been as follows—

Passenger earnings	$975,259 33
Freight "	582,573 26
Mail "	55,175 00
Express "	17,438 38
Rents and privileges	4,650 74
	$1,635,096 67
Less road expenses	761,500 00
Net receipts for year ending 30th June, 1860	$873,596 67

The net receipts are equal to 13 per cent. of the entire cost of the road and equipment. The operating expenses $761,500—are 46½ per cent. of the gross earnings.

Deduct from the net receipts of	$873,596 67
the interest on the funded and floating debt	200,800 58
and there remains after paying for borrowed capital	$672,796 09

or 17½ per cent. on the share capital, including the 60 per cent. stock dividend and the Florence Branch stock, now amounting to $3,809,949 00.

Comparing the receipts and expenditures of the past with the previous year the aggregate increase in the receipts is found to be $304,284 27, or 22¾ per cent. This increase has been from the following sources—from passengers $223,336 [illegible] or 29½ per cent.; from freights $72,581 60, [illegible] 14¼ per cent., and from express and privileges $8,366 35, or 60 per cent. The increase in the number of bales of cotton transported has been 30,823 or 16 per cent. The cost of operating the road has increased $208,723 60, or 37½ per cent.

The great increase in the operating expenses is attributable to the following causes—the rebuilding of the Decatur and Spring Creek bridges (the former carried away by a tornado on the 17th July, 1859, and the latter by a freshet during the same year); extraordinary expenses incurred in the transportation department during their reconstruction; the increased numbers of new crossties and bridge timbers renewed; the heavy repairs to machinery and cars; the expenses of running a second daily train over the whole road, and the organization and operating the Florence Branch for six months of the year.

The floating debt is so small that there is no necessity to make any special provision for its payment. It will be liquidated as it falls due, from the assets on hand and the surplus earnings, after paying dividends.

The funded debt, due to the State of Tennessee, is already being provided for by a sinking fund of two and a-half per cent. per annum being paid to the State, as provided by law.

The following is a condensed balance sheet from the general books of the company, embracing the entire operations of the road from its organization to the 30th June, 1860—

	Dr.	
Construction proper		$5,327,285 98
Equipment		878,068 84
Incidentals:—commission, disc'nts, etc.		321,696 29
Florence Branch		217,596 06
Interest on company's bonds	$115,885 00	
Interest on State bonds,	65,700 00	
Int'st on floating debt..	19,215 58	
		200,800 58
Profit and loss		256,842 70
Materials for road	$87,324 03	
Stock in Miss. Centr. R.R.	94,400 00	
Stock in Tenn. and Ala. Central R. R.	26,000 00	
Stock in Telegraph Co.	2,881 62	
Stock in Railroad Hotel.	6,082 04	
Personal estate	6,687 11	
		223,374 80
Sinking fund	$29,951 79	
Bills receivable	84,171 33	
Individuals	20,102 01	
Agents	16,851 03	
Connecting roads	29,268 63	
P. O. Department	13,963 75	
Cash	7,823 04	
		202,131 58
Total		$7,627,796 83

	Cr.	
Share capital		$3,809,949 00
State of Tennes. loan	$1,090,000 00	
Company's Bonds	1,569,000 00	
		2,659,000 00
Bills payable	$157,730 07	
Individuals	61,798 06	
Connecting roads	21,880 82	
Dividend No. 1	930 00	
" No. 2	9,898 00	
Coupon account	7,875 00	
		260,111 95
Suspense account	$8 028 09	
Forfeited stock	17,111 12	
		25,139 21
Transportation—balance of account		873,596 67
Total		$7,627,796 83

The following statement shows the operations of the profit and loss account for the year ending 30th June, 1860:

	Cr.	
By balance 30th June, 1858		$664,645 40
By net proceeds of road, 1858-'59	$758,036 00	
By do. 1859-'60	873,596 67	
		1,651,632 67
Total		$2,316,278 07

	Dr.	
To interest and exchange account, 1858-'59	$195,838 10	
To do. 1859-'60	200,800 58	
		396,638 68
To dividend No. 1 declared 1st Dec. 1859 / To div. No. 2 decl. 29th Feb. 1860		1,503,686 00
To balance to credit 1st July, 1860.		415,953 39
Total		$2,316,278 07

It will be seen from these statements that the liabilities of the company are as follows:

Funded debt		$2,659,000 00
Less sinking fund		29,951 79
		$2,629,048 21
Floating debt	$260,111 95	
Less cash & c'sh ass'ts,	$172,179 79	
Less disc'nt on $41,000 Memphis City b'ds.	8,200 00–164,979 79	
		95,132 16
Actual liabilities of Company		$2,724,180 37

The original law provided that two per cent. should be paid annually to the Treasurer of the State on the original loan, and that the fund should be invested for the benefit of the Company paying it. But at the last session of the Legislature the law was so amended that two and a-half per cent. per annum was required, and the Company allowed to pay it either in money or bonds of the State at par, and the same should go as a direct credit to the Company for the amount, and the bonds be cancelled—reducing the amount that the Company would have to pay interest on thereafter.

The debt to the State will fall due in 1890 and the sinking fund provided is estimated to pay the whole at maturity. The Board recommends that a like sinking fund be provided to retire the Company's bonds falling due in 1880. The large amount of work yet to be done on the road and other business demands, however, will prevent any action been taken on this recommendation earlier than next year.

The directors declared a dividend of 60 per cent. out of the surplus earnings of the Company on the 1st December, 1859. This was done in compliance with a resolution of the stockholders passed at their 7th annual meeting and in accordance with the recommendations in the last annual report.

The Florence Branch, from Tuscumbia to Florence, Alabama, five and three-quarter miles in length, was completed and put into operation on the first day of January last. Its cost, as appears from the Chief Engineer's report, is $217,596 06. Under the contract with the stockholders in said branch, the surplus earnings of the road up to the time of the completion of this branch, was to be divided among the stockholders in the main road; and upon the completion of the branch, it became necessary to adjust this question between the stockholders in the main line and branch road, which the Board did by declaring a cash dividend of four per cent. to the stockholders in the main road, payable on the twentieth of March last, in addition to 60 per cent. stock dividend declared on the first of December previous. These two dividends consumed the net earnings of the road to the first of January last, except about $60,000, passed to the credit of profit and loss, by the Board, to meet any probable contingent liabilities that might arise out of the business transacted previous to the 1st of January last.

"It is useless to speculate" (we copy from the Report) "upon the future receipts and expenses of the road, as they depend so much upon the general extent of crops and the prosperity of the country that any speculation would be to some extent unreliable. The past year's business may be regarded as the most reliable data that could be obtained upon which to base future calculations—the receipts having been large and the expenses extraordinarily so, from causes before stated. Should the net receipts of last year be maintained, and the Board see no good reason why they may not, your future may be thus stated:

Net receipts		$873,596 97
From which deduct		
Interest on funded debt	$178,000	
Sinking fund of two per cent. on funded debt.	54,000	
Eight per cent. cash dividend on $3,809,950 stock	304,796–536,796 00	
Leaving an annual surplus of		$336,800 67

after paying interest and sinking fund on all funded debt, and an eight per cent. cash dividend to stockholders upon the present amount of stock, which includes sixty per cent. stock dividend declared 1st December last, and the Florence branch stock issued to the stockholders in that branch in January last.

This surplus will be amply sufficient to meet any extraordinary demands upon the Company, such as new iron and rolling stock. The policy adopted for the past year, of replacing, as early as possible, every temporary structure on the road with permanent works, should be continued until every trestle on the road has been replaced with permanent masonry or iron bridges, and every portion of the road, requiring it, is ballasted with broken stone, gravel or sand. Your road will then have a permanent way, will be reliable at all seasons of the year, and capable of running at as high speed as any road, and with as much safety. It will then be subject to but few casualties, and can be operated at much less expense. There is no economy in putting temporary structures on a railroad, or permitting either road bed or machinery to get out of order.

It will probably require the entire surplus earnings of the road for the next year, after paying interest and an eight per cent. dividend, to do the permanent work necessary and to pay for the machinery now under contract, and that which will be necessary to be purchased during the year. These expenditures are, however, only adding to the permanent value of your property, and will be added to the surplus earnings from year to year that have gone into construction, and will be a legitimate subject for a stock dividend at a proper time.

As the permanency and profit of railway business depends very much upon the sources from which the business is derived, the Board have thought it might not be uninteresting to the stockholders to have a general synopsis of their business, that they might make their own calculations as to the chances of increase or decrease. The following statement will show the different sources from which your revenue has been derived for the last year, taken from the various tabular statements embraced in this report:

LOCAL BUSINESS.

From Local Passengers East	$239,636 40
" " " West	254,303 45
" " Freight East	186,646 98
" " " West	296,073 79
" Mails and other local sources	77,264 08
Total local business	$1,053,924 70

THROUGH BUSINESS.

From Through Travel East	$228,386 77
" " " West	252,932 71
" " Freight East	85,573 18
" " " West	64,279 36
Total through business	$581,171 97
Total local, as above	1,053,924 70
Total business	$1,635,096 67

The Through travel has been $481,319 48. This is the only business which you have any serious competition for. It has been divided as follows:

The travel between New Orleans, Nashville and Louisville was	$10,467 60
The travel between Junction, Nashville and Louisville, was	20,591 75
The travel between Memphis, Nashville and Louisville, was	86,147 90
	$117,207 25

This travel will finally be lost to your Company by the completion of the Memphis and Louisville, and the Nashville and Northwestern roads; but by the completion of the Tennessee and Alabama, and the Winchester and Alabama Railroads, to intersect yours—the former at Decatur, and the latter at or near Huntsville—it is believed you will get more travel and freight from the local business from the counties lying South of Nashville, through which these lines run, than you will lose on the Nashville and Louisville through business.

Travel between New Orleans, New York, Boston, Philadelphia and Baltimore	$25,308 25
Travel between Junction and same points	5,795 35
Travel between Memphis and same points	24,394 96
	$55,498 56

This travel you now have and always will have competition for, via Cairo, and also via Louisville, when the roads now under construction are completed; but from the directness of your route, which is the shortest and most desirable route to those points, there can be no question about your retaining at least as much of this business as you now get. If the roads in connection with you will co-operate, run close schedules, and make such time as they can do with safety, your route can defy all competition for this travel.

The remainder of the through travel for which you will have competition, is that between New Orleans and points East and South of Chattanooga, in Georgia, South Carolina, North Carolina, Virginia and Maryland; amounting in all to $25,295 02. For this, as well as the New York and other Eastern travel from points south of Vicksburg, you will have competition by the roads building out of Mobile, and also by the Northeast and Southwest Railroad from Meridian, on the Mobile and Ohio Railroad to Chattanooga; but it will be some years before these roads are completed.

The remainder of the through travel, amounting to $283,318 65, is between Memphis, Grand Junction and Huntsville, to points east in East Tennessee, Virginia, North and South Carolina and Georgia, which, from the nature and character of the roads and country, and the directness of the routes, you never can have any competition for. This added to your local business would give you $1,337,243 35 of receipts per annum from business that you have no competition for, besides $198,000 83 that you have competition for; but a large portion of which you are compelled to retain against all competitions. The completion of the Mobile and Ohio Road, from Mobile to Corinth, which is expected to be completed within six or eight months, must give you a large travel from the line of that road, seeking an outlet in the Northeastern and Atlantic States, as well as increase your chances to supply that region of country with through freights.

After a thorough investigation of the effect that any line of railway now built, or building, can have upon your property and its value, your Board are thoroughly satisfied no injury is to result to you; but that you must, in the end, be beneficially effected by them, and especially the road north from Decatur, the road south from Corinth, and the extension of the Memphis and Little Rock Railroad westward to Little Rock, which is now a fixed fact and must be completed within the year 1861. These roads will greatly increase your business, and will most certainly bring you more business than any competing line can ever take away.

The property of the company now consists of 291 miles of first class road and 20 miles of sidings. The principal structures owned are—34 depot buildings; two large machine shops and the machinery therein; five engine houses; 34 water stations; 33 division houses and 10 portable division houses, and besides the real estate at depots, etc. There belongs to the Company 4½ sections of wood land.

The equipment is accounted for in the following list—43 locomotive; 26 first class cars; two branch road passenger cars; 9 second class and mail cars; 11 baggage cars; 2 extra baggage and pay cars; 286 box cars; 228 platform cars; 25 stock cars; 41 gravel cars; 74 road and hand cars; five stationary wood and water engines.

The company has also ordered six new first class engines—two passenger and four freight—to be delivered by the first October, and four first class passenger cars, to be delivered in July and August. From present indications in the freight department, more engines will be wanted at an early day. The Company's shops at Huntsville and Memphis, are large and well equipped and doing good service. Fifty-nine new freight cars have been built in the Company's shops within the past year, and the work is being continued as rapidly as possible, with the hope that the Company will be able to build all the freight cars that may be wanted hereafter, believing it to be much better policy than buying them, from the fact that they are better and not more costly, and besides that it gives the Company control of a larger force of efficient workmen, in cases of emergency, to put on repairs, which at times, is very necessary.

The floating debt being now about extinguished, the net receipts of the road will be applicable to the payment of cash dividends and permanently improving and fully equipping the road. The Board feel no hesitancy in saying, that the stockholders may rely upon an eight per cent. cash dividend, annually, hereafter; besides applying as much more to permanently improving their property. The last dividend was paid on 20th March. The receipts of July, August and September, will be applicable to the payment of dividends, and will be amply sufficient to pay a four per cent. dividend, which will be declared at a proper time, payable the 20th of September.

BOARD OF DIRECTORS 1859-'60.

Elected by Stockholders: Sam. Tate; Geo. P. Beirne; J. I. Donegan; Wm. Echols, Jr.; R. M. Patton; Wm. Dickson; Chas. W. Hunt, and R. C. Brinkley;—*elected by the City of Charleston:* W. J. Margrath and C. J. Colcock; and—*elected by the State of Tennessee:* John M. Carmack and Philip B. Glenn.

SAMUEL TATE, *President.*
SAMUEL CRUSE, *Secretary and Treas'r*, E. Div.
GEO. ROBERTSON, " W. Div.
WM. B. WALDRON, *Treasurer*, W. Div.
W. T. ROSS, *Superintendent*, E. Div.
B. AYRES, " W. Div.

Pennsylvania Improvements

The Lehigh Luzerne Railroad is to be extended 2½ miles in the Black Creek region; and to raise money for this extension the present stockholders have agreed to subscribe for the necessary number of additional shares of stock, preferring that course to the creation of another debt, and thereby exhibiting their confidence in the scheme, which has been attended with singularly good fortune.

The Shickshinny Coal and Iron Company's bridge across the Susquehanna is completed, with the rail track laid down upon it, and a connection is being formed with the Lackawanna and Bloomsburg Railroad. On the coal lands the necessary preparations are being made for the commencement of mining operations—by drifts, the coal lying above water level—in the spring of next year.

The Mine Hill extension railroad to Locust Gap, there to connect with the Shamokin Valley Railroad, whereby a continuous line will be opened from Schuylkill Haven via Ashland to Sunbury, it is said will be opened about the middle of this month.—*U. S. Railroad and Mining Register 8th Sept.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6				*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,516,704	54.0	.....	101,102	97,806	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,000	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '70	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	586,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,7 9	922,622	23,579	2,592, 05	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	650,000	*	—	650,000	.....	.....	1,030,967	—	—	—	—	—	—
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	....	Sacramento Valley	1,571,617	*	—	785,9.0	729,000	—	1,585,366	22.5	.....	270,298	143,787	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	135
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	....	N. Haven, N. London and Ston.	1,470,661	*	11,060	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,552	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	....	....	....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
.. .. 59	154.2	—	....	—	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	....
30 Apr. '58	—	—	....	45.1	....	....	....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,800	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,683,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,987,776	102.5	213,180	375,250	209,785	11	110
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	91
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	80½
10 Nov. '58	33.2	—	....	—	....	....	....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	78½
.. .. '57	175.0	—	....	—	....	....	....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,395	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	87
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	143.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,296	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	19	21	—	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	23	19	—	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,857	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	360,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '60	50.1	—	....	289.0	8	8	86	Dubuque and Pacific	1,579,988	106,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	33.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	33.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,196,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	....	Lexington and Frankfort	690,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,906	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	....
31 Aug '58	21.0	—	....	168.0	....	....	....	*Vicksburg, Shreveport & Texas*	929,418	[illegible]	—	882,922	58,744	50,384	99 ,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet.. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	645,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	...	...	...	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	98
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	83½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	783,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,049	—	224
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,580	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	6	106
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	854,673	337,648	7	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,0[illegible]	311,525	7	108½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,728	[illegible]374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	67
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	86
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	20.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	—	59
								MICHIGAN.													
1 Jun, '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
1 Jan. '59	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,097	—	71
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	22½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,809	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,286	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	57
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	—	—	—	525,205	ope	r. by Eas	tern Mass.	—	—	85½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102½
31 Mar. '59	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	54
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,082	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	209,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Apr. '59	64.0	—	.....	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	2,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	.....	.....	—	—	—	—	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	182
30 Nov. '59	21.3	—	.....	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,499	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
0 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidetings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	31,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13 6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'n)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	62
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	88½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	34
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	19½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,580	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	295,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	61.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	279,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
— — '58	95.2	2.0	.....	—	—	—	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	.....
— — '58	223.0	—	.....	—	—	—	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	366,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118 2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	76
— — '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '59	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	94½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	—	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	48½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,663	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	.....
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	—	—	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	5	3	—	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
— — '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	90
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,782	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	126.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	58,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	40.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
— — '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	.....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	30,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	.....
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	...	...	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	91
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& E. L.	.....	10	.....
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	...	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	.....
31 Dec. '59	20.0	—	4.0	—	...	...	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	.....	80½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	286.0	.....	5,362,355	2,231,617	—	52
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,755	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	48½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	.....
31 Oct. '59	96.0	6.0	.....	—	31	60	447	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,800,000	2,498,436	370,078	8,468,513	—	11 mos.	1,036,168	497,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.6	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	70½
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	28	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,306	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	223,263	151,536	6	.....
.. .. '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	129,077	—	.....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,080	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	26.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	338,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '59	43.0	—	....	31.0	....	....	....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. .. '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	....	....	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '58	75.8	—	....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	66,554	—	.....
31 Mar. '59	79 .2	—	....	—	....	....	....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,961,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,088	5	.....
30 Sep. '58	140.5	1.8	....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	85
31 Mar. '58	75.1	—	....	—	....	....	....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,120	145,650	7	90
30 Apr. '59	22.2	2.7	....	—	16	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,54	82,488	6	64
30 Sep. '59	38.3	—	—	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug. '58	80.0	—	....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep. '59	178.0	17.0	—	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,19	652,40	382,68	4	52
31 Aug. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,41	672,894	278,75	—	.....
30 Sep. '57	32.3	—	....	—	....	....	....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
.. .. '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	14½
.. .. '57	50.0	—	....	86.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,04	—	.....
.. .. '58	10.0	—	....	55.0	....	....	....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,24	.....	.....	—	.....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,064	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,009,219	4,00	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	8	.....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,083	.....	.....	—	.....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	256,53	.....	.....	—	.....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,22	.....	.....	—	.....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	....	....	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29 9	.....	.....	.....	—	—
.. .. '59	60.0	—	....	....	....	....	....	New Brunswick and Canada	968,746	*	—	898,493	—	70,253	968,746	60 0	.....	.....	.....	—	—
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	....	—	....	....	....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,200,16	15	120

State Report, 1860.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	88
" "	700,000	6	1880	87
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1860	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Hil. Tr. 1st Mort.	400,000	7	1864	----
Cent. H. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	60
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	67½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	80
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	76½
Junction (Lloyd's)	6,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1869	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,000	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'68	94
2d Mortgage (S. F.)	1,738,000	7	1875	94½
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	96
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'60-'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	99½
Construction	4,115,000	6	1875	99½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,600,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		23
2d Land Grant (Western Div.)	353,600	†		23
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	84
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,439	6		99
1st Mortgage (convertible)	500,000	8		95
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	84½
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	81½
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	69
1st Mortgage (convertible)	526,000	8†	1862	69
1st Mortgage (convertible)	650,000	8†	1863	69
1st Mortgage (convertible)	1,250,000	8†	1877	69
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,980	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,085	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	99
Premium Consolidated Stock	8,000,000	6	1883	99
Real Estate	221,000	6	1883	99
New Convertible	3,000,000	7	1864	104
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	98½
3d Mortgage (convertible)	6,000,000	7	1871	97
4th Mortgage (convertible)	3,729,000	7	1880	81
5th Mortgage	1,277,000	7	1883	96
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1885	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	176,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	6	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	6	1860	100
Mortgage	1,572,800	6	1860	100
Mortgage (convertible)	886,000	6	1860	100
Mortgage (convertible)	134,000	6	1860	100
Mortgage	3,209,600	6	1870	86
Mortgage (convertible)	3,586,500	6	1886	75
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	75
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connelleville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1865	
Income (O. and P.)	1,991,000		1873	45
Bridge (O. and P.)	199,500			
1st Mortgage (O. and L.)	1,000,000		1872	
2d Mortgage (O. and L.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†.		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1850	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	358,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	↑	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7↑	1858	----
1st Mortgage (R. and W. Br.)	100,000	7↑	1856	----
Unsecured	45,000	7↑	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7↑	------	----
2d Mortgage	1,535,000	7↑	------	----
3d Mortgage (Income)	1,000,000	10↑	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7↑	'62–'72	81
2d Mortgage (convertible)	2,000,000	7↑	'68–'70	56
1st Mortgage (Bel. and Ill.)	517,000	7↑	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7↑	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10↑	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7↑	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7↑	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7↑	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7↑	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7↑	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7↑	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7↑	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	300,000	↑	------	----

New York Stock Exchange.

Sale Prices for the week ending Sept. 19, 1860.

	Th.12.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1874	----	103	----	103	103	
U. S. 5s, 1865	----	----	----	----	----	
STATE STOCKS:—						
California 7s	93½	93	----	94	----	----
Georgia 6s	----	----	----	----	----	----
Illinois 6s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	104½	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	81½	80½	81	80½	80½	80
New York 6s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	98½	98½	----	98½	98½	98½
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90½	91	----	90½	90½	90½
Virginia 6s	91½	92	91½	91½	91½	----
RAILROAD SHARES:—						
Chicago, Burl. and Q.	92	91½	92½	92½	90½	91
Chicago and Rock Isl.	81½	81½	81½	81½	81½	80
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Ashl.	----	----	----	----	----	----
Clev. and Pittsburg	12½	12½	12½	12½	12½	----
Clev. and Toledo	48½	48½	48½	48½	48½	48
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	79½	79½	79½	79½	79½	78
Hudson River	62½	62½	62½	64½	62½	62
Illinois Central (scrip)	88½	89½	89½	88	87½	88
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	71½	71½	71½	72	71½	71
M. S. and N. I. guar'd	47½	48½	49½	49½	48½	48
M. S. and N. I.	22½	23	23½	24	23½	22½
Milwaukee and Miss.	14½	14	14½	15	14½	14½
New Jersey Central	----	----	----	117	----	----
New York Central	87½	87½	88	88½	88½	88½
New York and Erie	30½	32½	33	33½	33	33½
N. York and Harlem	18½	18½	19½	19½	19½	18
N. Y. and H. "pref."	48½	48½	50	50	49½	49
Panama	126½	126	128½	----	126	----
Phila. and Reading	48	48	48½	48½	47½	48
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	61½	----	61½	61	60½	60
" " 2d M.	36	36	35½	35½	35½	34½
" " S. F.	----	----	----	----	80	80
Cl. & Tol. S. F. 7 p.c. '85	----	78	79	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	95	----	----	----	----
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	72	73½	----	----	----
Hudson R. 1 M. 7 p.c. '69	101	----	101	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	92½	----	----	----	----
Illinois Centr. 7 p.c. '75	99	98½	----	99	99½	99½
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	77	77	----
" " 2 M.	----	48	48	48	48½	48
Mich. Cen. S. F. 8 p.c. '82	101	----	----	----	102	101½
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	67	67	----	66
" " S. F.	----	----	81½	81½	81½	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	86
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	----	98½	100
" 1 M. 7 p.c. '64	----	----	----	103½	----	104
N. Y. & E. 1 M. 7 p.c. '67	----	----	103½	----	103½	----
" 2 M. 7 p.c. '59	99	99	----	----	----	----
" 3 M. 7 p.c. '71	98	98	----	----	99	99½
" 4 M. 7 p.c. '80	80½	82½	83	83½	83½	83
" 5 M. 7 p.c. '83	----	----	78	----	77½	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	60	60	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	98	----	98	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	----	103	----
America, Bank of	----	----	----	100½	----	----
Commerce, Bank of	101	----	----	----	----	----
Merchants' Exch. B'k	----	----	----	----	----	103
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	----	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Columbian	----	----	----	----	----	2½
Minnesota	----	----	----	----	----	83
Isle Royale	----	----	----	----	----	11
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	----	96	96½	95½	
Cumberland Coal Co.	14½	----	----	----	----	----
Penn's Coal Co.	82½	----	----	82	82	----
Pacific Mail S. S. Co.	84½	84	84½	84	82	
Canton	20½	----	21½	23	23½	
Brooklyn Water W's	----	103½	----	103½	----	

The following are the closing prices in the London Market on the 29th August:

United States 5 p. c. red. '74	92½	to	93½
Illinois Central 6 p. c. red. 1875	88	to	90
Do. 7 p. c. red. 1875	88	to	90
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	79	to	81
Mich. Cen. 8 per cent. con. '60	91	to	94
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1882	91	to	93
Do. $100 shares	60	to	62
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	71	to	73
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	87	to	89
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	81	to	83
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	54	to	58
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	89	to	91
Do. 2d mort. 6 per cent. sterling	93	to	95
Do. $50 shares	37	to	39
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, September 22, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

History of Railroads and Canals in the United States.

The editor of this JOURNAL has had for some time in preparation, and has now in readiness for delivery, the first volume of a work upon the Railroads and Canals of the United States.

The work assumes to be a detailed history of each enterprise. The date of charter, and of the commencement and completion of construction, and every fact of importance, historically, or as affecting the value of securities issued, are given in each case. The different classes of share capital; the amounts of bonds issued; nature of security; dates of issue and maturity; rates of interest, and the dates and places at which this as well as the principal sums are payable, are carefully described. Annexed to each sketch is a statement showing the amount of capital invested yearly; the length of line in operation; the receipts from the various sources of revenue; current expenses; net earnings and dividends. In every case a list of directors and officers are given, and a full statement of the financial condition of the company from its last annual report. For a more full and complete view of the general scope of the work, we have copied into this number of the JOURNAL the statement of the Baltimore and Ohio Railroad, leaving out several interesting tables for want of room.

The first volume contains 625 pages, royal octavo, and embraces the railroads of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, and District of Columbia. It is illustrated by two large maps—one of the New England States, including Canada East; and the other the States of New

York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, and Canada West. The maps have been drawn and engraved under the direction of Mr. G. Woolworth Colton, and no pains have been spared to render them entirely accurate. They are on a large scale, and each station on every road is laid down. They are the first maps of the kind ever published, and are admirable specimens of geographical accuracy and artistic skill.

The second and last volume is now in course of preparation and will be soon issued. The whole work will be illustrated by six maps—one a general map of the United States, and five maps of the different sections, two of which accompany the present volume.

The price of the first volume, with the maps in cases, will be five dollars. Parties residing at a distance or ordering the work by letter addressed to the author, or to the publishers, J. H. Schultz & Co., at the office of the Journal, can have the work delivered by express, without any charge for transportation.

Railroads of the United States.

In the work on the Railroads of the United States, referred to elsewhere, elaborate tables are given showing the total result of the operation of all the roads in each State from the opening of the first road. In the Journal of the 8th instant, we gave the statement for Connecticut. Below we give a condensed abstract for all the States embraced in the first volume.

States.	No. of Cos.	Len. of line in operation.	Total cost of all the roads.
Maine	16	511	18,382,207
New Hampshire	22	547	17,626,613
Vermont	11	512	23,133,231
Massachussetts	76	1,393	62,527,333
Connecticut	6	665	24,747,869
Rhode Island	14	63	3,258,567
New York	80	2,644	131,538.580
New Jersey	22	503	27,398,813
Pennsylvania	84	2,349	139,729,118
Delaware	6	92	2,421,379
Maryland	20	572	35,228,071

	Tot. earnings of all the r'ds.	Tot. expenses of do.	Tot. net earnings of do.
Maine	$12,216,366	$6,926,978	$5,289,388
N. Hampshire	18,474,435	10,456,549	8,017,886
Vermont	13,531,154	9,870,671	3,660,483
Massachus's	124,566,121	68,893,377	55,672,744
Connecticut	33,205,019	19,025,310	14,179,709
Rhode Island	8,477,427	1,893,724	1,583,703
New York	188,589,993	109,251,777	79,338,216
New Jersey	56,015,855	30,460,193	25,555,662
Pennsylvania	159,989,901	88,439,362	71,550,539
Delaware	1,052,315	1,003,638	48,677
Maryland	55,543,562	31,883,328	23,660,234

Sterling and Rock Island Railroad.

The Chicago *Press*, of August 24 says: "The arrangements to complete the Sterling and Rock Island Railroad within the next six or eight weeks are now all completed. Five hundred tons of iron are now in the city, and will be forwarded to their destination. The 4,000 tons of iron necesary for the entire road are all purchased, and will be delivered as fast as it can be laid. The ties are nearly all delivered, and the grading and bridging are about finished. The managers mean to have it done in time to bring the crops along the line of the road."

New York Courier and Enquirer.

This old and able journal, so long the representative of the commercial classes, is hereafter to be sold by news agents with the *Herald*, *Tribune*, *Times* and other journals. The *Courier and Enquirer* though a mammoth sheet, is one of the most public-spirited and enterprising papers of the day, and fully up with the times. Upon questions of finance and commerce it takes the lead of all other papers in the city in the extent, accuracy, and value of its information. It is to be sold for three cents per copy, and we have no doubt it will soon come to have a circulation quite up to that of our most enterprising dailies.

Railroad Earnings.

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of August, 1859 and 1860:

	Aug., 1859.	Aug., 1860.
EARNINGS.		
Passengers	$32,337 26	$36,753 53
Freight	29,951 20	31,805 07
Other sources	1,529 97	1,150 00
Total	$63,818 43	$69,708 60
Increase		$5,890 17
EXPENSES.		
Maintaining road	$23,231 51	$22,129 70
Repairs of machinery	3,732 15	8,149 64
Operating	18,922 94	14,646 54
Total	$45,886 60	$44,925 88
Increase		$960 62

The earnings of the Cleveland, Columbus and Cincinnati Railroad for August, 1860, were:

From Freight		$69,581 42
" Passengers		38,887 34
" Mails and express		3 690 88
" Rents		6,499 41
		$118,659 05
For August, 1859:		
From Freights	$47,717 46	
" Passengers	34,846 94	
" Mails and express	3,573 44	
" Rents	6,514 24	
		92,652 08
Increase		$26,006 97

The financial year of the Baltimore and Ohio Railroad Company commences with October. Comparing the revenue so far of the present year with that of the past fiscal year the following result is shown:

	1859.	1858.
October	$416,929 61	$391,395 10
November	421,287 56	380,879 75
December	355,662 13	336,202 25
	1860.	1859.
January	282,070 64	314,201 00
February	332,743 77	303,631 78
March	425,487 08	400,984 68
April	406,428 36	360,761 15
May	435,133 28	391,019 17
June	374,437 59	350,444 16
July	383,037 91	304,161 25
August	453,397 07	374,124 98
Totals	$4,296,615 00	$3,907,805 22
	3,907,805 22	
Increase present y.	$388,808 78	

The earnings of the Central Railroad Company of New Jersey, for Aug., 1860, were, $112,946 25
For the same month last year 91,531 42
Increase, 28 per cent $21,414 83

The following is a comparative statement of the earnings of the Little Miami and Cincinnati, Hamilton and Dayton Railroad for the month of August, 1859 and 1860:

	Little Miami.	Cin., Ham. & Dayton.
August, 1860	$115,758 90	$51.103 32
" 1859	119,640 33	46,082 22
Decrease	$3.981 43	Incr. $5,021 10

The Norwich and Worcester Railroad earned in

August, 1860	$37,258 62
" 1859	36,206 75
Increase	$1,051 87

The following statement shows the business of the Reading Railroad during the month of August, 1860, compared with the same month of 1859:

	1860.	1859.
Received from coal	$250,073 71	$173,851 02
Do. merchandise	49,100 38	31,433 92
Do. travel, etc.	38,320 85	36,410 39
	$337,494 94	$241,995 33
Transportation, roadway, dumpage, renewal Fund, and all charges	147,358 58	126,995 24
Net profit for the m'th.	$190,156 36	$114,700 00
Do. for previous 8 mos.	879,491 83	735,868 06
Total net profit for 9 months	$1,069,628 19	$850,568 15

The traffic of the Great Western Railway of Canada for the week ending Sept. 14, 1860, was as follows:

Passengers	$28,399 24
Freight and live stock	26,731 04
Mails and sundries	1,326 91
Total	$56,457 19
Corresponding week last year	44 017 44
Increase	$12,385 75

The earnings of the Hannibal and St. Joseph Railroad for August, 1860, were:

From Passengers	$34,400 40
" Freight	36,921 08
" Miscellaneous	3,761 47
Total	$75,082 95
Earnings in August, 1859	60,977 51
Increase	$14,105 44

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending September 17 1860.

BONDS	Per cent.
Little Miami, 1st Mort.	6s 85
Covington and Lexington, 1st Mortgage	6s 76
" " " 2d "	7s 75 —80
Indianapolis and Cincinnati, 1st Mortgage	7s —
" " " 2d "	7s 80
Cinc., Ham. and Dayton, 1st Mortgage	7s 98–100
" " " 2d "	7s 87½
Ohio & Miss., Construction	7s 20
Indiana Central, 2d Mortgage	10s 80
Dayton and Michigan, Endorsed Mort. 81	7s 85
STOCKS.	
Cincinnati, Hamilton & Dayton	76 —76½
Little Miami	88
Columbus and Xenia	87
Indianapolis & Cincinnati	48 —50

Alabama and Tennessee Railroad.

We learn that the President of the Alabama and Tennessee River Railroad has made a trade for iron to clothe the road to Gadsden, subject to the ratification of the Board of Directors. This trade, if confirmed, will secure a speedy connection with Georgia and North Alabama. In less than one year from the time the track is laid to Gadsden, we will be in full connection with the Georgia and Tennessee roads.—*Talladega Reporter.*

Journal of Railroad Law.

CONTRACT TO CONSTUCT CARS; FAILURE OF DEFENDANT TO FURNISH MATERIALS AND INJURY SUSTAINED THEREBY; ON WHOM THE LOSS FALLS.

Misfortune is no respector of persons. The high and the low, the rich and the poor, the great and the insignificant, all are alike liable to sustain injuries from unforseen accidents. When this is the case, it often happens, that in the multitude of conflicting interests affected by a sudden calamity, it is very difficult to properly adjust the rights and apportion the losses sustained. Courts of Justice are often invoked to lend their assistance, and by the wisdom of their deliberations and the uprightness of their decisions to bring order out of chaos. We are led to these remarks by the case of McConihe *vs.* The New York and Erie Railroad, decided by the New York Court of Appeals.

The action was to recover damages upon a contract made between Mallory, the plaintiffs assignor and the defendant in December, 1849, by which Mallory was to furnish materials and build fifteen lumber cars for the defendant, for four hundred and seventy-five dollars per car. The contract was subsequently so modified that the company agreed to furnish for the cars iron boxes of a peculiar model manufactured by the company; the expense of the boxes to be taken from the price of the cars.

One four-wheel car was to be completed in thirty days, and one on each day thereafter till the whole number should be completed. Mallory commenced the work immediately, and at a great expense selected and purchased the materials (except the boxes) expressly for the cars. Mallory set up seven of the cars and had the work ready to set up the others; and those set up were completed as far as it was possible without the boxes which the company neglected to furnish. The company did not manufacture the boxes but they were and could be made only by a man who was in the employment of the defendant. Had the company furnish the boxes all the cars could have been completed by the 1st of March, 1850, but in fact were not. The labor as far as proceeded with was performed at great inconvenience in consequence of the boxes not having been furnished. Mallory expended for materials for the cars and in labor upon construction, &c., the sum of $2,159,04. He was unable to obtain insurance upon the materials and property, from the 1st of March, 1860, to the 18th May following, the cars remained in this condition, while Mallory was repeatedly urging the company to furnish the boxes. On the 18th of May, 1850, without any carelessness of Mallory, all the cars and materials except the iron wire, were consumed by fire, and the iron wire materially injured. After the fire Mallory used such portion of the iron as was available in working cars for the company. Mallory was prevented from completing the special contract by the failure of the defendants to furnish the boxes.

Upon the facts as we have thus stated them, judgment was given to the defendant by the Supreme Court, from which judgment the plaintiff appealed to the Court of Appeals. The following is the opinion of the Appelate Court.

GLOVER J. The Court at general term found the fact that Mallory would have completed the cars had he not been prevented from so doing by the failure of the company to furnish the boxes, therefore according to agreement. Had this been a contract for work and labor to be performed by Mallory for the defendant and he had been prevented from completing the contract by a failure of the defendant to perform on its part, he would have been entitled to recover for what he had done under contract. That is not this case. Mallory agreed to build for the defendant fifteen lumber cars from materials furnished by him, except the boxes, which the defendant agreed to furnish and the expenses of which were to be deducted from the price of the cars. This was in effect an agreement for the sale of the cars, thereafter to be constructed by Mallory to the defendant and did not vest any property in the defendant, until the cars were completed and delivered. It then follows that the cars set up and the materials furnished for those not set up were the property of Mallory at the time of their destruction by fire. The rule is that the party in whom the title to property is vested must bear the loss in case of destruction by the fire. This rule is not questioned by the Appellant and it is unnecessary to cite the case establishing it. The defendant cannot be held liable to the plaintiff for the value of the property destroyed upon the ground that the title had been transferred by Mallory to the company. The ground of liability of the defendant, for the property destroyed if any is that the failure to furnish the boxes according to agreement prevented Mallory from completing and delivering the cars, and rendered it necessary for him to keep the property on hand and until it was destroyed by fire. But this was not the necessary consequence of the failure to deliver the boxes. Mallory might have rescinded the contract and proceeded at once for his damages. The cars and materials would have remained his property and he could have recovered from the defendant the contract price for the cars, deducting therefrom what it would have cost to complete them, and the value of the materials provided for the cars in the condition they then were. But Mallory was not obliged to take this course. He could insist upon completing the cars and the defendant could not object to the delay so long as that delay was occasioned by the neglect of the company to comply with the agreement on their part. The plaintiff in this case had not put an end to the contract. The Court find that he had repeatedly called upon the company to furnish the boxes up to the time of the fire. The contract continued in force between the parties to that time. The fire was accidental and had no connection with the defendant's breach of contract; they are therefore not responsible therefore. Had the defendant delivered the boxes on the 1st of May preceding the fire, and had Mallory proceeded to finish the cars pursuant to the contract and while so preceding the fire had accrued, I presume no one would have insisted that the defendant was liable for the loss. I do not see that this case differs in a legal view from the one supposed. Mallory was calling upon the company for the boxes to enable him to complete the cars, electing to continue the contract in force. This disposes of the substantial rights of the parties.

The fact is found that no specific damages were proved to have resulted from the delay of the company in delivering the boxes. The plaintiff proved, and he fact is found that the defendant violated his contract. The plaintiff was therefore entitled to nominal damages, judgment should have been therefore given to the plaintiff. No important right is effected by the judgment. The plaintiff, had jungment been given for a nominal sum would have been subjected to costs. The verdict was subject to the opinion of the Court. This Court should give such judgment as the Supreme Court ought to have given. I think this a proper case for the application of the maxim that the law does not regard trifles and that judgment should be affirmed.

Population of Boston.

The population of this city is 177,902, being an increase of 15,155 since 1855. The statement by wards is as follows:

Wards.	1860.	1855.
1	17,189	19,264
2	19,356	15,963
3	14,901	13,175
4	7,047	7,912
5	10,425	10,428
6	11,602	11,597
7	15,355	18,430
8	12,729	12,690
9	10,428	9,451
10	13,430	12,553
11	20,519	18,264
12	24 921	17,931
Total	177,902	162,748

Detroit and Milwaukee Railroad—Foreclosure and Re-organization.

A decree for the sale, under foreclosure, of the Detroit and Milwaukee Railroad has been granted by the Courts, and arrangements for capitalizing the debt of the concern are nearly concluded. The re-organization contemplates the securement of four classes of creditors: First, the first and second mortgage bondholders, who represent claims to the amount of $4,250,000 which will be recognized by the new company, and will remain as a funded indebtedness against them; second, the third and fourth mortgage bondholders, whose claims amount to $1,250,000, which will be converted into preferred stock, bearing 7 per cent. interest; third, the creditors under the head of floating debts, whose claims have accrued since the third and fourth mortgages were executed, and the road placed under the management of the Great Western Railway Company, representing about $1,250,000, which will be exchanged for preferred stock bearing 7 per cent. interest; and fourth, the old stockholders, representing shares to the amount of $2,250,000, which will be exchanged for ordinary stock in the new company at the rate of 20 cents on the dollar. The completion of this arrangement, which is now about perfected, will make the debtor side of the account of the road read as follows:

Ordinary stock	$ 450,000
Preferred stock, bearing 7 per cent	2,500,000
First mort. mostly bearing 7 per cent	3,250,000
Second mortgage bearing 10 per cent	1,000,000
Total	$7,200,000

The annual earnings required to pay the interest over and above running expenses, repairs, &c., will be $502,500.

Tennessee and Alabama Railroad.

The following is a statement of the earnings of this road for the two fiscal years ending June 30th, 1859, and June 30th, 1860:

	1859.	1860.
From passengers	$44,488 49	$71,959 23
" freight	2,206 17	52,129 56
" extra baggage	947 75	1,186 98
" mails	29,338 48	2,421 81
" sundries	148 68	256 86
Total earnings	$75,129 57	$127,952 91
Total expenses	27,550 11	40,709 45
Net earnings	$47,579 46	$87,243 46

	1859.	1860.
Per centage for expen.	37 per cent.	32 per cent.
" " net earning.	63 per cent.	68 per cent.
Gross earnings in 1860 over 1859		$52,823 34
Net gains in 1860 over 1859.....		39,664 00

☞ The survey of a new railroad route connecting the Indian Springs with the Macon and Western R. R., Georgia, has just been completed.

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L. J. FLEMING,
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7. " 15 "		1½ to 1	20. " 30 "		1 to 1
8. " 16 "		¾ to 1	21. " 30 "		1½ to 1
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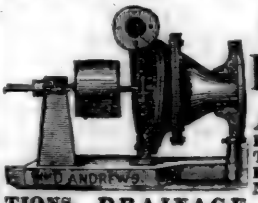
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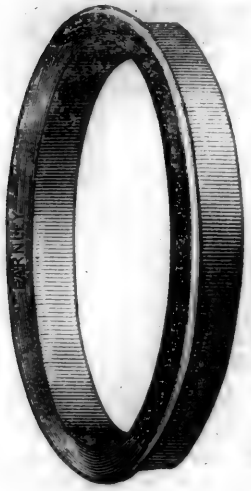
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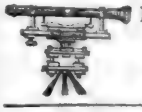
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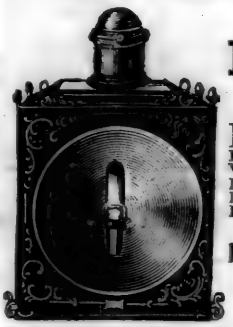
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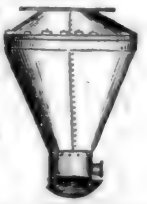
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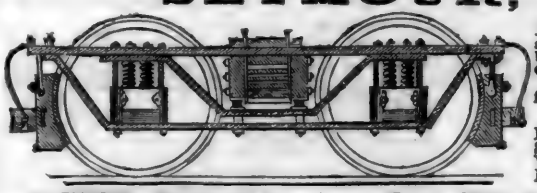
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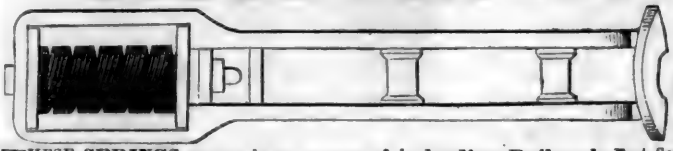
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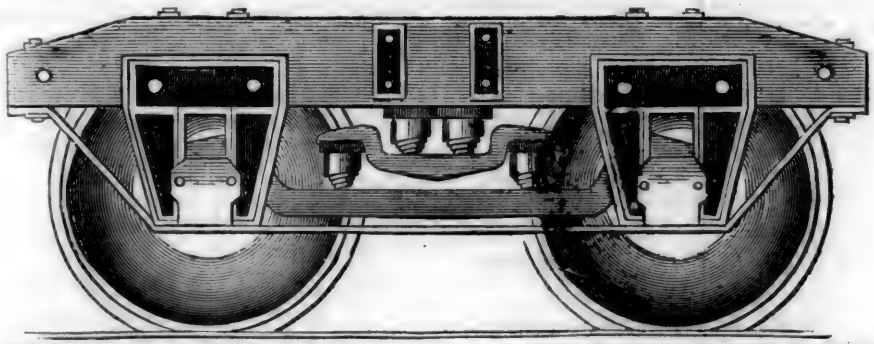
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

New Madrid, Indian Ford and Pilot Knob R.R. 857
New York and Erie Railroad 869,857
Philanthropic Building Associations; Usurious Contract with 861
Advance in Railroad Securities..... 868
Railway Traffic 869
San Antonio and Mexican Gulf Railroad 869
Georgia Western Railroad. 869
Atlantic and North Carolina Railroad 869

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, September 29, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being *the payment of their dues to the close of the current year.* A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, **$3.00**; do., colored in counties, **$4.00**; in pocket form with cover, **$1.00**—the latter sent by mail, pre-paid, upon receipt of the price.

New Madrid, Indian Ford and Pilot Knob Railroad.

We learn from the St. Louis *Republican* that an arrangement has been concluded with Henry Flad, Esq., C. E., of Ironton, to survey and locate the New Madrid, Indian Ford and Pilot Knob Railroad.

This road is intended to commence at a point on the Mississippi river, opposite Hickman, Ky., and to run thence, via New Madrid, and the Indian Ford, to the Pilot Knob. When completed, it is intended to form a part of the St. Louis and Iron Mountain Railroad, and will be in part an extension of it to the Mississippi river, at New Madrid and Hickman, thus connecting St. Louis with the railroad system of Tennessee, Kentucky, North and South Carolina, Georgia, Alabama, Mississippi, Louisiana and Florida. This, the *Republican* says is the shortest route to the Mississippi river, tapping it, as it does, at a point below all serious obstructions to navigation from low water in summer or fall, or freezing weather or running ice in winter; and for many other reasons the most practicable route, and most to be desired by the citizens of St. Louis, and a large majority of South-east Missouri.

New York and Erie Railroad.

(*Financial year ending 30th Sept.*, 1859.)

BOARD OF DIRECTORS AND OFFICERS, 1859–60.

Daniel Drew,	*New York.*	Robert H. Berdell,	*N. Y.*
William B. Skidmore,	"	Nathaniel Marsh,	"
Herman Gelpcke,	"	Henry L. Pierson,	"
Ralph Mead,	"	John Arnot,	*Elmira*, "
J. C. B. Davis,	"	A. S. Murray,	*Goshen.*
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D. A. Cushman,	"	William Evans,	*Lon.* Eng.
George T. Cobb,	"	William F. Splatt,	" "

SAMUEL MARSH, *President*...New York, N. Y.
NATHANIEL MARSH, *Receiver*. " "
TALMAN J. WATERS, *Treasurer*, " "
CHARLES MINOT, *Gen. Superint*, " "
PRINCIPAL OFFICE. ERIE PLACE, West street, N.Y.

LENGTH OF ROAD—Pierm't to Dunk'k. 446.00 miles.
Newb'g Br., Ches'r Junc. to Newb'g.. 19.00 "

Total length of road owned by Co. 465.00 miles.
Leased Road—Union (Ramapo) R.R. 25 "
Pat'n and Ramapo R. R. 15.00 "
" " Hudson R.R.. 14.00 "
Chemung Railroad..... 17.50 "
Elmira, Jefferson and Canandaigua R. R... 49.00 "

Total length of leased roads..... 95.75 miles.

Total length of road operated by Co.. 560.75 miles.
Sec. Tr'k, inclu'ing sidings & turnout. 282.50 "

Equivalent length in single track. 842.50 "

The second track (179¾ miles) is distributed as follows:

From Bergen to Paterson ..... 14 miles.
" Sufferns to Port Jervis ..... 56¼ "
" Delaware to Elmira Junction... 100½ "
On the Piermont Branch..... 9 "

Total..... 179¾ miles.

ROLLING STOCK—Locomotive Engines..... 219
Passenger (8-wheel) cars, 1st class 100
" " cars, 2d class & emig't. 49
Baggage, mail and express (8-wheel) cars. 45
Freight (8-wheel) cars 2,763

The *New York and Erie Railroad Company* was chartered on the 24th April, 1832. The work of construction was commenced on that portion of the Delaware Division, between Delaware and Callicoon Creek, a distance of 41 miles; and also upon the 10 miles nearest Piermont in 1836. To aid the work, the Legislature, at its session in 1836, granted to it the credit of the State to the amount of $3,000,000, but upon terms that could not be complied with by the company; in consequence of which, and of the commercial revolutions which followed, the work of construction was suspended for the next two years.

In 1838, terms of the State loan were so modified as to allow the company to draw it in sums of $100,000 each, provided equal amounts were first collected from the stockholders and expended on the road. Up to Sept., 1839, $300,000 had been collected and expended, and an equal amount of the State loan rendered available, from which the company realized only $245,225—the State bonds (4½ per cent.) selling at a discount of 18½ per cent. in addition to commissions.

In 1839, the unlet portion of the road from Piermont to Goshen was put under contract; and in Feb., 1840, the Susquehanna Division, between Binghamton and Hornellsville. In 1840, the terms of the State loan were further modified so as to allow $100,000 of the same to be drawn for every $50,000 collected from the stockholders, and expended on the road. Under this arrangement, the balance of the State loan was made available, and the work prosecuted upon the Delaware, Susquehanna, and Western Divisions; in all about 300 miles.

In Sept., 1841, the first section of the road from Piermont to Goshen, 46 miles, was opened for use. About this time the company became again involved in financial embarrassments, which resulted in placing the road in the hands of assignees, under whose management it was extended to Middletown, 7 miles west of Goshen, on the 7th of June, 1843; after which the work was again suspended.

The sums expended up to 1st Feb., 1844, were as follows:

Received from capital stock	$1,501,830
Proceeds of State loan	2,599,514
Interest on same	39,942

Rents	2,928
Donations	362
Earnings prior to assignment	18,559
Indebtedness of the company	573,814
Total	$4,736,949

Of this amount only about $2,000,000 became subsequently available to the company, the balance being expended in interest, and in work abandoned; a portion of this being the *piling* on the Susquehanna Division, and grading on the Western.

At this juncture a renewed effort was made to prosecute the work. The company's engineer estimated the amount necessary to be expended to complete the road to Lake Erie and equip it, at $7,000,000. In 1845, by an act passed on the 14th of May of that year, the State agreed to release its claim, which constituted by law a first mortgage on the road, provided the company should complete the entire line to Lake Erie in *six* years from that time. As a further inducement to additional subscriptions to the stock of the company, the old stockholders agreed to surrender one-half of the stock held by them, provided new subscriptions to the capital stock to the amount of $3,000,000 should be obtained; a sum, with an equal amount of bonds, to be issued, believed to be sufficient to complete the road; authority having been granted for the issue of such bonds, to take precedence of the State loan, provided the terms of the act referred to were complied with.

Prior to its re-organization in 1845, its liabilities were as follows:

State loan	$3,000,000
Floating stock	65,571
Six per cent. certificates	265,515
Seven per cent. certificates	163,146
Stock (surrendered)	742,100
New stock from old	917,601
Bills payable	2,954
Old stock not surrendered	12,400
Total	$5,169,287

Upon the re organization of the company, these liabilities were reduced so as to stand as follows:

New stock	$742,100
Seven per cent. certificates	503,868
Outstanding liabilities	14,215
Cash paid on old accounts	101,433
Total	$1,361,616

—relieving the company of liabilities to the amount of $3,807,671.

Although the company was relieved for the present of pecuniary embarrassments, a question of location arose which delayed for some time the commencement of construction west of Otisville, the point of divergence between what was termed the *interior* route through Sullivan county and the route up the Delaware River. The surveys which had been made, showed the latter to be the *best* route. A portion of this lay in the State of Pennsylvania, which the company, by its charter, was forbidden to enter. The charter was subsequently, (in 1847), modified in this particular, and permission obtained from the State of Pennsylvania to traverse a portion of its territory on the payment of the sum of $10,000, annually. Upon the removal of these obstacles, the work of construction was vigorously prosecuted, and continued without interruption till its completion to Lake Erie—the several sections being opened at the following dates, viz: On the 3d Nov., 1846, from Middleton to Otisville, 8 miles; on the 6th Jan., 1848, from Otisville to Port Jervis, 13 miles; on the 28th Dec., 1848, from Port Jervis to Binghamton, 127 miles; on the 1st June, 1849, from Binghamton to Owego, 22 miles; in October of the same year to Elmira, 36½ miles; on the 1st Jan., 1850, from Elmira to Corning, 17 miles; on the 3d Sept., 1850, from Corning to Hornellsville, 41 miles; and on the 22d April, 1851, the whole line from the Hudson to the Lake, 446 miles. The Newburg Branch was opened in 1850.

The Union Railroad is a short branch connecting the main line of the road in New York with the Paterson and Ramapo, and Paterson and Hudson Railroads in New Jersey. It was built under a separate charter, and leased to this company, in perpetuity, on the 10th day of Sept., 1852, at an annual rent of $3,500.

The Paterson and Ramapo Railroad is leased in perpetuity to the New York and Erie Railroad Company; its owners to receive as rent for the same $26,500, payable on the 1st January and 1st July. Date of lease Sept. 9th, 1852.

The Paterson and Hudson Railroad is also leased to the New York and Erie Railroad Company in perpetuity; its owners to receive as rent for the same $45,600, payable half-yearly, on the 1st Jan. and 1st July. Date of lease Sept. 9th, 1852.

These two roads were constructed before the Erie Company obtained permission to make its terminus at Jersey City, and their adoption was necessary in order to avail themselves of this privilege. The trains of the New York and Erie Company run on the New Jersey Railroad for a distance of about two miles in Jersey City, an addition rail having been laid down for the accommodation of the broad gauge of this company.

The Chemung Railroad is leased for a period of 20 years, from the 1st of Jan., 1859, at an annual rent of $30,000, payable half-yearly, in New York.

The Elmira, Jefferson and Canandaigua Railroad is leased for a period of 20 years, from the 1st day of Jan., 1859, at an annual rent of $25,000, payable half-yearly, in New York.

For the use of the "Bergen Cut" the company pays to the New Jersey Transportation Company, (by which it is owned,) 12 cents per ton for every ton of merchandise passing through it, and 6 cents for every passenger coming from any point *east* of Sufferns Station, and four cents for every passenger from *west* of that station. The aggregate amount of the payments made to this company is about $30,000 annually.

The company also pay $2,800, annually, on account of widening the "Cut;" and $5,000 annually for the use of land leased of the Paterson and Hudson Railroad Company at Jersey City.

Long Dock.—The Long Dock is the name of the improvement designed to connect the lower portion of the road with the Hudson River at Jersey City, (for which purpose the road of the New Jersey Transportation Co. is now used,) by a tunnel and railroad (2½ miles), through Bergen Ridge, and by docks and piers at Jersey City. The improvement has nominally been carried forwarded by a company incorporated, under the above title, by the State of New Jersey. The capital stock is $800,000, (which is fully paid). The company has also authority to purchase and hold lands, and improve the same by the erection of buildings, the construction of streets, dock wharves, etc., etc.; to establish a ferry between the property purchased and the City of New York; to issue bonds, bearing 7 per cent., secured by a mortgage of the property, but not to be sold at less than 10 per cent. below their par value. Under this organization, purchases of real estate were made, amounting in value to $773,440, on which about $450,000 is still unpaid. As the improvement was designed for the accommodation of the Erie Railroad, a lease was executed of the same, on the 1st day of July, 1856, by which the New York and Erie Railroad Company agreed to pay a rent equal to 10 per cent. on the stock of the company—the payment to be made half-yearly on the 1st of Jan. and July; the interest on any sum or sums expended on account of the purchase of lands to be taken as part of the rent. Under this organization and assignment, the New York and Erie Railroad Company has advanced the sum of $341,300, which has been invested in the stock of the company; also the sum of $123,027 by way of rent; and also the further sum of $644,511 in payment for work done on the tunnel, docks, etc., etc. The tunnel is nearly completed. Its length is 4,380 feet. A large amount of work yet remains to be done on the docks to prepare them for use. The annual charge on account of the stock not owned by the company is $45,870, payable half-yearly, on the 1st days of June and December.

The total expenditures on account of the improvement up to the 1st Jan., 1860, was about $1,500,000.

The New York and Erie Railroad Company has the right of becoming the purchasers of all the property of the Long Dock Company, on the payment thereto of the full amount of the capital stock of this company, and assuming its liabilities, at any time after the 1st Jan., 1862, on giving twelve months notice of such intention.

The Long Dock Company has executed a mortgage upon its property as security for an issue of bonds to the amount of $500,000, bearing 7 per cent. interest, dated Aug. 15, 1857, and payable 1st June, 1882, for the purpose of raising money to carry forward the improvement. Interest payable 1st of June and Dec. Of these bonds about $100,000 have been issued.

In addition to the real estate necessary to the use of the road and for the construction of piers, docks, etc. The Long Dock Company own about 3,000 lots at Jersey City, measuring 25 by 100 feet.

CAPITAL STOCK—Authorized and paid in, $11,000,000.

FUNDED DEBT—$25,362,505: in detailed as follows:

1st Mortgage, 7 per cent coupon bonds..$3,000,000—dated 1st May, 1847, and payable 1st May, 1867; interest payable semi-annually, 1st May and 1st Nov.

2d Mortgage, 7 per cent. coupon bonds..$4,000,000—dated 1st March, 1849, and payable 1st March, 1859; interest payable 1st of March and 1st of Sept. This class of bonds was not paid at maturity. The company propose to extend the same for a period of five years, and have issued, and are prepared to issue, coupons, (entitling the holder to interest at the rate of 7 per cept. per annum) to cover the period named. Issues of Coupon Sheets have been made to holders of bonds to the

amount of $2,700,000. The interest on this class of bonds remains unpaid since and including Sept. 1st, 1859.

3d Mortgage, 7 per cent. coupon bonds. $6,000,000 —dated 1st March, 1853, and payable 1st March, 1883; interest payable 1st March and 1st Nov. The mortgage in this case provided for an issue of $10,000,000—$4,000,000 being retained to retire the Second Mortgage bonds as they fell due, and which are still held, the company having been unable to sell them at satisfactory rates. The interest on this class of bonds remains unpaid since and including 1st Sept., 1859.

4th Mortgage, 7 per cent. coupon bonds. $3,729,000 —dated 1st Oct., 1857, and payable 1st Oct., 1880; to be presently due in case of failure to pay the interest on the bonds 6 months after due and demand; interest payable 1st Oct. and 1st April. The mortgage in this case provided for an issue of bonds to the amount of $6,000,000. About one-half the interest due 1st April, 1859, and all since that date remains unpaid. These bonds were issued for the purpose of retiring to convert the same into this class of bonds at *par*. Holders of unsecured bonds were also entitled to purchase them, paying one-half in *cash* and one-half in Unsecured Bonds. No bonds of this class have been issued except in pursuance to these provisions.

5th Mortgage, 7 per cent. coupon bonds. $1,277,000 —dated 1st June, 1858, and payable June 1st, 1888; interest payable 1st of June and 1st Dec. The mortgage in this case provided for an issue of bonds to the amount of $4,000,000. This class of bonds were issued to the holders of the Unsecured Bonds, who, on subscribing for *Fourth* Mortgage Bonds, and paying therefor in the manner stated, were entitled to convert Unsecured Bonds, equaling in amount half of such purchases, into *Fifth* Mortgage Bonds. All the bonds of this class have been issued in accordance with this provision. The interest thereon remains unpaid since and including 1st June, 1859.

Convertible Bonds of 1851..... $2,618,000 —dated 1st Feb., 1851, add payable 1st Feb., 1871; interest payable 1st Feb. and 1st Aug. The total issue of these bonds was $4,351,000. The interest on these bonds remains unpaid since and including 1st. Feb., 1858.

Convertible Bonds of 1852..... $2,443,000 —dated 1st Jan., 1852, and payable 1st Jan., 1862; interest payable 1st Jan. and 1st July. The total issue in this case was $3,500,000. The interest on these bonds remains unpaid since and including Jan., 1858.

Sinking Fund Bonds of 1855..... $2,193,500 —dated 1st Feb., 1855, and payable 1st Feb., 1855, and presently, in case of non-payment of Sinking Fund; interest payable 1st. Feb. and 1st Aug. The total issue in this case was $4,000,000. The interest on these bonds remains unpaid since and including 1st Feb., 1858. This class of bonds was issued to take up what were termed Income Bonds, dated 1st Feb., 1850, and payable 1st Feb., 1855. It provided for a *Sinking Fund* equal to $35,000 monthly, to be invested in the bonds. The contributions to the fund were regularly made up to October, 1857, when they ceased. The amount of bonds retired by the operations of the Sinking Fund have been $1,462,000.

The conversion of Unsecured Bonds into 4th and 5th Mortgage Bonds accounts for the difference between the amounts outstanding, and the original issues.

Seven per cent. certificates..... $26,505 —These are outstanding obligations convertible at the pleasure of the holder into 4th Mortgage Bonds bearing 7 per cent. interest. Interest paid.

Acceptances due in 1860..... $10,000 —dated in 1850, and payable 1st Feb., 1860. They were given for real estate in Newburg, purchased on account of the Newburg Branch. Interest paid.

The amount of overdue interest at the close of the fiscal year was $1,207,987; of which $684,687 was interest on mortgage debt, and $523,300 on the unsecured debt.

FLOATING DEBT—$2,074,795, as follows—

Bills payable	$ 313,703
Accounts payable	506,291
Unpaid coupons	1,207,987
Small accounts	23,643
Rent Chemung Railroad	2,500
Rent of Union Railroad	20,850

Comparative Statement of Balances of General Ledger of the New York and Erie Railroad Company, on the 30th September, 1852, '3, '4, '5, '6, '7, '8 and '9:

DEBTS.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.
Capital stock	$7,766,991	$10,000,091	$10,023,859	$10,023,959	$10,000,000	$11,100,000	$11,000,000	$11,000,000
Funded debt	18,003,869	20,173,869	22,641,099	24,891,000	24,891,000	24,891,000	20,438,017	25,260,000
Bills payable	2,319,415	2,573,822	2,225,046	1,051,540	991,067	1,982,482	782,258	313,703
Accounts payable	487,082	464,783	679,706	673,814	584,452	724,669	908,812	1,827,597
Profit and loss	117,161	366,491	.....	808,482	1,786,249	488,316	.....	.....
Totals	$28,694,519	$33,578,907	$35,569,711	$37,343,895	$38,252,768	$39,081,469	$39,079,087	$38,401,300
CREDITS.								
Construction	$26,841,575	$31,222,834	$33,439,461	$33,742,817	$34,369,979	$34,469,323	$34,494,276	$35,320,907
Union Railroad	143,428	143,428	433,531	425,987	Transferred to Construction.			
Cash items	178,612	428,484	266,870	170,758	300,856	21,468	44,717	39,716
Materials	206,250	541,044	521,310	504,655	502,541	547,336	486,677	445,692
Fuel	376,552	254,419	185,896	497,115	728,463	572,872	517,921	275,510
Other assets	653,148	635,695	274,152	491,428	364,565	372,773	324,360	227,502
Bills receivable	378,380	853,063	410,082	418,585	470,549	360,268	185,417	277,600
Dis. on bds. '76	.....	.....	.....	766,000	721,815	607,880	592,615	* .....
Sinking fund	.....	.....	.....	422,000	794,000	1,386,000	1,462,000	† .....
Long Dock	.....	.....	.....	.....	.....	744,042	978,083	1,105,863
Profit and loss	29,938	.....	.....	.....	.....	.....	198,620	708,607
Totals	$28,694,519	$33,578,906	$35,595,711	$37,853,795	$38,252,768	$39,081,496	$39,079,087	$38,401,300

*Transferred to Construction. †Deducted from Funded Debt.

Statement showing the earnings, expenses, and interests and dividends paid for a period of seven years ending Sept. 30th, 1859:

	1853.	1854.	1855.	1856.
Gross revenue for year	$4,318,962	$5,359,958	$5,488,993	$6,878,562
Expenses of all kinds	2,431,032	3,325,752	2,777,142	3,568,438
Net earnings	$1,887,930	$2,034,206	$2,711,851	$3,310,124
Interest on debt, rent of Union Railroad, etc.	1,386,041	1,729,929	1,878,492	1,842,357
Surplus, after paying expenses, etc.	$501,889	$304,277	$833,419	$982,766
Dividends on stock	252,660	700,605	.....	.....
Surplus, after paying expenses, etc.	*$302,933	*$681,386	*$510,587	.....
Dividends on stock	†1,000,000	.....	.....	.....

* Loss. † In stock.

	1857.	1858.	1859.
Gross revenue for year	$5,755,324	$4,482,149	$6,935,567
Expenses of all kinds	4,201,947	3,077,312	5,324,264
Net earnings	$1,553,377	$1,404,837	$1,611,303
Interest on debt, rent of Union R. R., etc.	1,856,310	1,915,424	1,784,800

Recapitulation—Total earnings, $36,935,567; expenses of all kinds, $23,324,264; net earnings, $13,611,363; rent of Union and other roads, $659,004; interest on Funded and Floating debt, $11,824,800; balance of net earnings, after paying expenses of all kinds, rent of leased roads, and interest on funded and floating debt, $1,127,499.

INCOME ACCOUNT FOR THE YEAR ENDING SEPT. 30, 1859.

Receipts—	
Freight	$3,195,870
Passenger	1,154,084
Storage	2,205
Telegraph	9,829
Rents	20,379
Transportation of mails	97,852
Sleeping cars	1,932
Balance	708,607
Total	$5,190,758
Expenditures—	
Balance	$198,020
Ordinary expenses year 1859	2,974,228
Bills 1858, paid 1859	34,144
Taxes	68,941
Interest on Mortgage Debt	1,176,484
" Unsecured "	567,868
" Floating "	89,877
Rent of Union Railroad	83,400
" Chemung Railroad	31,500
" Elmira, Jeff. & Cananda. R. R.	16,796
Total	$5,190,758

MEMORANDUM.

Gross earnings for year ending Sept. 30, 1859		$4,482,149
Transportation expenses	$2,974,227	
Expenses 1858 paid 1859	32,880	
Hire of cars	1,264	
Taxes	68,941	
		3,077,312
Net earnings		$1,404,837

Interest on Mortgage Debt ..	$1,176,484
" Unsecured " ..	567,867
" Floating " ..	39,877
Rent of Union Railroad	83,400
" Chemung "	31,500
" Elmira, Jefferson & Canandaigua Railroad . ..	16,796
	$1,915,424
Deficit	$510,587

On the 16th of August, 1859, at the suit of the Fourth Mortgage Bondholders for the foreclosure of this mortgage, a Receiver was appointed to take charge of the road and its effects. He was directed to pay, in the first place, all arrearages due employees of the road; also for supplies used in operating it; also all other charges incident to ts protection and maintenance, and to hold the net earnings subject to the order of the Court. There were received by him from earnings and other sources, up to 1st Jan., 1860, $2,424,452. The payments in the meantime were as follows:

Payments on account of interest on First Mortgage Bonds	$207,270
Do. on account of current expenses, arrearages, etc., etc.	2,145,007
Do. on account of judgments against the Company	45,000
Cash on hand January 1st, 1860	27,175
Total	$2,424,452

The following proposition has been made for adjusting the affairs of the Company:—To capitalize the Unsecured Bonds, with the interest due on the same, and for two years in advance, into a *Preferred* Stock, bearing 7 per cent. interest; the 1st Mortgage bondholders to extend the term for the payment of their coupons to March 1st, 1860; the 2d Mortgage to Sept., 1860; the 3d Mortgage to March, 1861; the 4th and 5th Mortgages to Dec. 1st, 1861. In case of foreclosure, the same relations between the different classes of bondholders and stockholders to be preserved.

In the meantime it is expected that the net earnings will discharge the liabilities of the Company, the overdue coupons, and supply the means for the completion of the Long Dock, (estimated at $500,000).

Upon the re-organization, on the plan proposed, its capital account will stand as follows:

Common Stock	$11,000,000
Preferred seven per cent.	8,911,000
1st Mortgage Bonds	3,000,000
2d " "	4,000,000
3d " "	6,000,000
4th " "	3,700,000
5th " "	1,253,000
Total	$37,864,000

GENERAL LEDGER BALANCE SHEET, 30TH SEPT., 1859.

	Dr.
Construction, per schedule	$35,320,907
Cash and cash items on hand	39,715
Materials on hand	445,632
Fuel on hand	275,510
Owners of Lake Erie propellers	150,173
Owners of Lake Erie steamers	40,000
Real estate	5,776
Bonds of other companies	9,600
Long Dock Company	644,512
Rent of Long Dock property	120,024
Stock of Long Dock Company	341,800
Bills and accounts receivable	277,591
Cascade store	2,647
Unadjusted accounts	19,306
Profit and loss, per schedule	708,607
Total	$38,401,300

	Cr.
Capital Stock issued, including Div. No. 6	$11,000,000
1st Mortgage Bonds due 1867	3,000,000
2d " " " 1859	4,000,000
3d " " " 1883	6,000,000
4th " " " 1880	3,729,000
5th " " " 1888	1,277,000
Convertible Bonds due 1871	2,618,000
" " " 1862	2,443,000
Sinking Fund Bonds due 1875	2,193,000
Acceptances due 1860	40,000
Seven per cent. Certificates	26,505
Bills and accounts payable, per schedule	2,074,795
Total	$38,401,300

OPERATIONS IN TRANSPORTATION.

1.—TRAIN MILEAGE AND AGGREGATE TRAFFIC, 1852-'59.

Year ending 30th Sept.	Miles run by trains. Pass'gers.	Freight.	Passengers carried. Number.	One Mile.
1852.	1,062,424	1,326,846	864,330	81,179,554
1853.	1,357,889	1,249,594	1,154,437	98,432,361
1854.	1,496,600	1,466,823	1,125,124	96,663,709
1855.	1,464,839	1,676,500	1,033,392	84,069,398
1856.	1,329,531	1,863,602	1,124,382	101,108,220
1857.	1,315,825	1,736,846	1,016,087	85,362,657
1858.	1,784,991	1,216,378	793,671	64,931,457
1859.	1,289,854	1,572,714	866,840	57,568,616
8y..	11,101,953	12,109,303	7,978,263	619,315,972
Av.	1,387,744	1,513,663	997,283	79,914,496

	Tons Freight carried. Number.	One Mile.
1852	456,460	96,697,695
1853	631,039	101,626,522
1854	743,250	130,808,034
1855	842,055	150,673,997
1856	983,221	183,468,048
1857	978,069	166,775,978
1858	816,964	165,895,636
1859	869,072	197,127,039
8 years	6,570,226	1,193,062,944
Average	421,278	149,132,868

2.—PASSENGER TRAFFIC FOR THE YEARS 1855-'59, inclusive.

	Through Passengers. East'd.	West'd.	Total.
1855	25,532	30,814	56,346
1856	35,290	73,759	109,049
1857	28,904	70,902	99,806
1858	24,233	51,063	75,296
1859	26,000	55,000	81,000
5 years	139,959	181,538	321,497
Average	27,992	36,307	64,299

	Way Passengers. East'd.	Westward.	Total.
1855	449,258	527,788	977,046
1856	496,256	519,077	1,015,333
1857	431,558	484,723	916,281
1858	351,128	367,247	718,375
1859	392,920	392,920	785,840
5 years ..	2,121,120	2,291,755	4,412,875
Average .	424,224	458,351	882,575

	Total Passengers. East'd.	Westward.	Total.
1855	474,790	558,602	1,033,392
1856	531,546	592,836	1,124,382
1857	460,462	555,625	1,016,087
1858	375,361	418,310	793,671
1859	418,920	447,920	866,840
5 years ..	2,263,079	2,571,293	4,834,372
Average .	452,616	514,258	966,854

3.—FREIGHT TRAFFIC FOR THE YEARS 1855-'59, inclusive.

	Through Freight. East'd.	West'd.	Total.
1855	113,330	42,238	155,568
1856	202,082	78,748	280,830
1857	157,828	80,271	238,099
1858	224,886	61,068	285,954
1859	171,206	67,805	239,011
5 years	869,332	330,130	1,199,462
Average ..	173,866	66,026	239,892

	Way Freight. East'd.	West'd.	Total.
1855	380,789	305,798	686,587
1856	366,366	335,873	702,239
1857	346,647	393,323	739,970
1858	268,016	262,994	531,010
1859	302,799	327,262	630,061
5 years ..	1,664,617	1,625,250	3,289,867
Average .	332,923	325,050	657,973

	Total Freight. East'd.	West'd.	Total.
1855	494,119	348,036	842,155
1856	568,448	414,621	983,069
1857	504,475	473,594	978,069
1858	492,902	324,062	816,964
1859	474,005	395,067	869,072
5 years ..	2,533,949	1,955,380	4,489,329
Average.	506,789	391,076	897,865

4.—TOTAL FREIGHT (TONS) CLASSIFIED FOR 1852-'59 inclusive.

Year.	Products of the Forest.	Products of Animals.	Vegetable Food.	Other agricultural Prod'cts.
1852	76,908	75,943	56,929	2,419
1853	124,087	99,755	80,868	9,849
1854	135,757	136,499	99,293	12,236
1855	118,435	155,596	116,093	8,071
1856	116,378	170,099	148,943	13,556
1857	126,093	145,957	120,617	13,909
1858	92,550	178,076	154,584	10,885
1859	97,754	170,322	112,726	15,106
8 years .	887,962	1,132,247	890,003	86,031
Average,	110,995	141,531	111,250	10,754

Year.	Manufact'res.	Merchandise.	Unclassed Articles.	Total Tonnage.
1852	74,847	50,687	118,725	456,460
1853	112,281	68,742	185,459	631,039
1854	110,446	79,014	170,008	743,250
1855	96,495	106,509	240,856	842,055
1856	110,769	155,473	268,003	983,221
1857	148,338	143,716	284,539	978,069
1858	88,976	128,709	163,234	816,964
1859	94,265	179,051	199,848	869,072
8 years ..	831,414	911,901	1,580,572	6,320,230
Average.	103,927	113,995	197,584	790,028

NOTE.—The total amount received for passenger transportation for the period embraced, (eight years,) has been $11,914,272; and for freight, $27,125,416, which is at the rate of $1.07 for the former, and $2.32 for the latter per mile run by trains. These rates would be slightly increased by adding receipts from mails and miscellaneous sources. The average receipts for passengers has been $0 01.92 per passenger per mile, and for freight, $0 02.29 per ton per mile.

The division of passengers into "through" and "way" for the year 1859 is estimated, the detailed statement of the passenger traffic for the year not having been made up.

COST, EARNINGS, EXPENSES, ETC., YEARLY.

Year.	Cost of Road, &c.	Miles of Road.	Gross Earnings—Passenger.	Freight.	Mails, &c.	Total.	Operating expenses.	Net earnings.	Div.—P. c.	Div.—$
1842....	$1,967,081	46	$34,848	$43,677	$.....	$78,525	$46,793	$31,732	nil.	nil.
1843....	2,084,408	53	35,000	60,735	.....	95,735	52,520	43,215	"	"
1844....	2,084,408	53	46,178	79,842	.....	126,020	66,945	59,075	"	"
1845....	2,084,408	53	44,176	82,169	.....	126,345	70,217	56,128	"	"
1846....	2,561,018	62	64,754	120,762	.....	185,516	123,173	62,343	"	"
1847....	2,739,885	62	100,991	153,128	.....	254,119	172,970	81,149	"	"
1848....	3,276,678	74	125,722	185,191	.....	310,913	195,508	115,405	133,437	6
1849....	16,480,808	268	868,210	425,078	21,855	810,143	508,928	301,217	291,595	6
1850....	20,323,581	337	539,584	522,836	77,139	1,139,559	623,946	515,611	339,955	6
1851....	24,028,858	465	1,158,289	1,103,892	96,680	2,359,870	1,277,680	1,082,190	346,859	6
1852....	27,561,205	465	1,352,637	1,883,198	271,931	3,587,766	1,871,167	1,666,599	416,434	6
1853....	31,222,834	498	1,601,209	2,537,215	180,538	4,318,962	2,518,781	1,800,181	252,660	2½
1854....	33,439,432	498	1,743,379	3,369,590	246,989	5,359,958	3,406,377	1,953,581	700,605	7
1855....	33,742,317	498	1,698,670	3,658,002	187,321	5,488,993	2,861,875	2,627,118	nil.	nil.
1856....	33,938,254	498	1,656,675	4,546,722	146,593	6,348,990	3,636,888	2,712,152	"	"
1857....	34,083,680	498	1,495,861	4,097,610	149,635	5,742,606	4,285,347	1,457,259	"	"
1858....	34,058,632	498	1,182,258	3,843,310	126,048	5,151,616	4,065,041	1,086,575	1,000,000	nil.
1859....	35,320,907	498	1,154,083	3,195,869	132,197	4,482,149	3,209,008	1,273,141	nil.	nil.
	$340,588,404	4,124	14,428,024	29,902,826	1,586,985	45,817,785	28,998,114	16,924,671		8,481,445

NOTE.—By the terms of the re-organization in 1847, interest at the rate of 6 per cent. was agreed to be paid on the shares till the road was opened to Lake Erie.

The dividend in 1857, 10 per cent. was paid in *stock*.

In the table, only the cost of the completed portions of the road, while it was in progress, is given.

Journal of Mercantile Law.

PHILANTHROPIC BUILDING ASSOCIATIONS; USURIOUS CONTRACTS WITH; A BORROWER MAY RECOVER BACK A SUM PAID FOR USURIOUS INTEREST.

The usury laws were undoubtedly enacted in a spirit of kindness towards borrowers, and designed to protect them from the soulless contracts which their necessities might lead them to enter into with unprincipled capitalists. Whether they are, upon the whole, productive of more good than evil may be still a question with many; but they have received the warm endorsement of too many wise legislators, and been approved by the wisdom of too many learned jurists to be easily set aside. Not many years ago there were quite a number of philanthropic building associations started in many cities of the Union for the purpose of accumulating the funds of mechanics, and then lending them out to those members of the association that would pay the highest interest for the amount borrowed. If borrowers were always sure to use the highest wisdom and the best economy in their investments it might be safe to calculate that a borrower who pays 20 per cent. for his money will probably make 25 per cent. upon it, in which case it is a paying transaction; but as the average of mankind fail to use the highest wisdom and the best economy, institutions whose prosperity is based upon the success of such enterprises very naturally, after a time become bankrupt. More than this, the man who finds his enterprise a failure, and himself saddled with an enormous debt of interest is apt to feel as though he was the victim of a species of injustice, and hence a bargain begun in good faith, ends in an appeal to the courts, either for relief by the one or for a compulsory decree by the other.

On the 23d of June, 1854, one McKnight was the holder of five shares of stock in the Philanthropic Savings, Loan and Building Association and the successful bidder for a loan of $1,000 at a premium of 28 per cent. He received from the defendants the sum of $720, executed to them a bond and mortgage in the sum of $1,800, and transferred his five shares of stock as collateral security.

On the 9th of August, 1858, he notified the company of his desire to pay off his loan and discharge the mortgage. A settlement was accordingly had between the parties, in which the mortgage was estimated at $900, and the company agreed to take the plaintiff's stock at the sum he had paid in on account of it; the balance amounting to $574 07 he paid in cash, and satisfaction was entered upon his mortgage. He subsequently brought a suit in the District Court of Philadelphia to recover back the difference between the sum of $720 with legal interest, and the amount actually paid to the company. He obtained a verdict and judgment for $339 99 as the amount over-paid in usurious interest, from which judgment the Company appealed to the Supreme Court. The following is the opinion of the Appellate Court.

STRONG, J.—That the payment of usurious interest is not a voluntary payment in any such sense as to entitle the receiver to retain the sum paid above legal interest, is too well settled to admit of doubt. The money is paid under the constraint of a formal though illegal contract. That contract itself was obtained by oppression by taking advantage of the necessities of the borrower, and, of consequence, so was the usurious interest paid under it. The early disposition of the English courts was to deny the right of a party paying such interest to recover back any portion of the money paid, for the reasons that both parties to such a transaction were deemed to be "*in pari delicto*" and the excess of interest was regarded as paid voluntarily, so that the maxim "*volenti not fit injuria*" would apply. The authority of this decision, however, was soon questioned. Lord Mansfield declared that the case had been denied a thousand times. At a later date a distinction was taken between transactions under statutes enacted on grounds of general policy, where each party violating the law is held to be equal in fault, and transactions under the usury laws, enacted to protect weak and needy men from being defrauded and oppressed. To the latter the law does afford relief. It regards the lender on usury as an oppressor, and borrowers as the injured and oppressed. And in none of the cases do we discover that any other evidence of duress or oppression has been held to be necessary, than such as is involved in the act itself of taking the money under usurious contract. The principles of the statutes of usury seem to be, that the lender alone is the wrong-doer, and that the borrower is his victim. In this case, the jury were instructed that the plaintiff could recover whatever he had paid to the defendants (on account of principal, instalments, interest, fines or otherwise) over and beyond the sum of $720 originally lent and six per cent. interest thereon, and this even though the plaintiff, before his mortgage became due and could be demanded, proposed to the defendant to pay it and withdraw his stock; and although a settlement was had accordingly, and the mortgagee was satisfied. By the true withdrawal of the stock it is to be understood not that stock was returned to plaintiff, for none ever was, but that he should cease to be a stockholder. In effect the transaction was an extinguishment of stock. The parties agreed to treat with each other simply as debtor and creditor. Now how is it possible, that the fact that the settlement was made before the mortgage became due and payable can change the nature of the transaction? It still remains, that the security which had been exacted was for a greater amount than the sum actually lent. The settlement and payment, therefore, were under the constraint of an usurious contract, and, consequently, the "taking" the money was itself usurious, whether before or after the day of payment fixed in the mortgage. Nor can the character of the "taking" be changed by the fact that the defendants accepted a smaller amount of usurious interest than they would have received, had they exacted all that the mortgage called for. Then, what is there in the withdrawal of the stock, in other words, its extinction, more than an application of the amount paid upon it toward the satisfaction of the debt? Certainly the defendants cannot say, after having taken an assignment of the stock as collateral security for the payment of the plaintiff's bond and mortgage, that its value was less than the amount of money paid to them upon it. When, therefore, he relinquished to them all his legal and equitable ownership; when he gave to them the benefit of all the payments he had made upon it, it is not easy to see why he is not to be credited with the amount of those payments towards the discharge of his debt. The stock may have been worth more than that amount. It could not have been worth less. The charge to the jury in this respect was, therefore, unexceptionable, and it was in entire harmony with what was said in Kupfert *vs.* the Guttenberg Building Association and Hughes's Appeal.

We think also, the court was right in refusing to charge the jury that there was evidence from which they might infer that the arrangement made and consummated between parties was a sale of the stock to the defendants for the balance of the mortgage loan, after deducting all direct payments for principal and interest. We are unable to find any evidence which would warrant such an inference. A withdrawal of the shares, not a sale, was the thing proposed and assented to. Nothing more was intended, nothing more was done. Judgment affirmed.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidetngs.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,571,617	*	—	735,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	.....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	.....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	....	—	....	....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	140
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	.....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	.....
30 Nov. '58	62.3	—	....	—	....	....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	.....
31 Dec. '58	46.4	8.8	....	—	....	....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	.....
30 Nov. '58	66.0	—	....	—	5	5	167	N.Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	.....
31 Mar. '59	62.2	—	63.8	—	29	72	868	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	.....
31 Mar. '58	59.0	7.0	?	—	....	....	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	824,130	69,614	2,598,672	66.0	.....	265,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	.....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	.....
								FLORIDA.													
.. .. 59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '58	—	—	....	45.1	....	....	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	110
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,568	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
0 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	91
1 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	70½
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	78½
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	87½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Muso.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	22.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
.. .. '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	99 ,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	—	23.0	—	—	—	Penobscot	308,413	—	—	180,000	143,678	.....	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	98
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	81
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,804	364,649	—	224
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	106
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	108¼
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108¾
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	180,000	39,499	1,092,288	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	87
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	86
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98¼
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,691	646,755	306,413	6	107¾
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,586	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	13	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	71
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	23½
-- -- --	—	—	—	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	83	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	57
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	.....	.....	.....	525,205	ope	r. by Eas	tern Mas.	.....	—	85½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	54
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,043,500	183,888	.....	76.0	.....	299,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	128,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,618,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	131
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	366,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,008	ope	r. by N.	Y. & E.	58,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	34,440	—	.....
0 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,812	*	—	1,024,600	600,000	712	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
0 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,341	3,364	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,218	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	68.2	—	—	—	Erie and New York City	287,357	*	—	252,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	64¾
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,559	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	90½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	40½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	20½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sackette Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	31.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,128	146,079	2,989,335	31.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	690,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	.....	—	—	—	.....	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	.....	.....	95.2	.....	.....	.....	—	—
-- -- '58	223.0	—	.....	—	—	—	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	108,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	75
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	99
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5	.....	—	42	—	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	48½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	64.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	—	—	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	.....	Fremont and Indiana	—	—	—	—	—	—	—	47.0	60,901	63,141	13,573	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	138.0	637,335	1,200,499	341,591	8	90
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	195.4	556,732	374,198	45,452	—	—
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	.....	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	328,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	91
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '59	38.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,019,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	82
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	—	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,206,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,298	1,245,816	—	48½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	—	60,438	—	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	----	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	----------	500,000	821,447	----------	1,321,847	33.0	----------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	----------	----------	----	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944.169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	---	---	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	----------	191,970	96,306	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
-- --	'58	40.3	—	----	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan.	'59	143.2	21.3	----	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug.	'58	22.5	—	----	---	---	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July	'58	32.0	—	----	---	---	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb.	'59	102.0	—	----	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec.	'58	136.0	106.0	----	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	----------	1,501,008	820,511	7	----
31 July	'58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	—	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
		----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
		30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
		140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
		130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,086	2,237,665	2,700,000	443,616	----------	287.6	562,041	1,330,812	778,036	—	----
		271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
		100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
		59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
		47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
		34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
		149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	----------	159.0	117,895	675,832	310,199	3	----
		----	—	----	----	---	---	----	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
		45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	----------	45.8	57,950	75,120	47,579	—	----
		30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30. 0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- --	'58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
-- --	'58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
-- --	'59	43.0	—	----	31.0	---	---	----	Houston and Brazoria	----------	----------	—	----------	----------	----------	----------	43.0	----------	----------	----------	—	----
1 May	'58	75.0	—	----	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	----------	76,958	----------	—	----
-- --	'59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
-- --	'59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	—	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May,	'59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	----------	----------	90.7	98,856	192,122	82,001	—	----
31 Aug.	'59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	----
31 Aug.	'59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun.	'59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702.271	115,678	—	----
30 Jun.	'59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	72
31 Aug.	'59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug.	'59	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug.	'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep.	'59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep.	'59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep.	'59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	----------	288,297	157,572	—	----
30 Sep.	'59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep.	'59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep.	'59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	----------	143.2	240,130	554,203	292,988	4	85
30 Sep.	'59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,388	7	80
30 Sep.	'59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,508	26,853	----------	43.5	1,058,954	163,753	79,586	6	64
30 Sep.	'59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan.	'60	80.0	—	----	----	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844.200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep.	'59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	52
30 Sep.	'59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	----
30 Sep.	'59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec.	'59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
25 Mar.	'59	199.8	—	----	—	—	—	—	*Milwaukee and Minnesota*	----------	----------	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----------	492,454	----------	—	----
31 Dec.	'58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- --	'57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec.	'58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	----------	883,186	439,943	—	14
-- --	'57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
1 Jan.	'58	104.0	—	----	38.8	---	---	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----------	213,964	31,045	—	----
-- --	'58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								FOREIGN COMPANIES.													
								CANADA.													
31 July	'59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----------	----------	—	----
-- --	'59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	—	----------	----------	----------	----------	81.0	166,245	----------	----------	—	----
-- --	'59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	—	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep.	'58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,009,219	4,000	6	38
-- --	'59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	----------	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
-- --	'59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	—	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
-- --	'59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	—	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
-- --	'59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	—	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
-- --	'59	25.0	—	----	—	4	—	57	Welland	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
30 Nov.	'58	29.9	0.9	----	79.3	---	---	----	European & North American	2,100,356	*	—	----------	----------	----------	----------	29.9	----------	----------	----------	—	----
-- --	'59	60.0	—	----	----	---	---	----	New Brunswick and Canada	988,746	*	—	868,493	----------	70,253	988,746	60.0	----------	----------	----------	—	----
								NOVA SCOTIA.													
-- --	'59	61.5	—	----	60.1	---	---	----	Nova Scotia	----------	----------	—	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
-- Dec.	'58	48.7	—	----	—	---	---	----	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	----------	1,925,444	1,260,160	12	125

State Report, 1859.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	62½
2d Mortgage	225,706	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	89½
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60) :				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	70
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				----
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	60
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	80
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	76½
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**	----------	---	------	----
***Columbus, Piqua and Indiana :**	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
	----------	†	------	----
	----------	†	------	----
Dayton and Michigan (1 Ap.'60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	45
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,002,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	86,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
	----------	---	------	----
	----------	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	94
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
	----------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill :				
	----------	---	------	----
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	----------	---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central :				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	99½
Construction	4,115,000	6	1875	99½
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60) :				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
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Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	23
2d Land Grant (Western Div.)	353,600	†	------	23
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	84½
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	99
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	103
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	84
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	79
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	51½
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	66
1st Mortgage (convertible)	526,000	8†	1862	66
1st Mortgage (convertible)	650,000	8†	1863	66
1st Mortgage (convertible)	1,250,000	8†	1877	66
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	var.	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	----------	---	------	----
----	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	99
Premium Consolidated Stock	8,000,000	6	1883	99
Real Estate	221,000	6	1883	99
New Convertible	3,000,000	7	1864	104
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	98½
3d Mortgage (convertible)	6,000,000	7	1871	97
4th Mortgage (convertible)	3,729,000	7	1880	81
5th Mortgage	1,277,000	7	1883	96
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	6	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----	----------	†	------	----
Peru and Indianapolis:				
----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	101½
Mortgage	1,572,800	6	1860	101½
Mortgage (convertible)	886,000	6	1860	101½
Mortgage (convertible)	184,000	6	1860	101½
Mortgage	3,209,600	6	1870	87
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1862	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1867	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	132,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	81
2d Mortgage (convertible)	2,000,000	7†	'68-'70	56
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L.Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L.Er., W. and St.L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1866	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Sept. 26, 1860.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
FEDERAL STOCKS:—						
U. S. 5s, 1874 103	----	----	----	102½	----	
U. S. 5s, 1865	----	102	102	----	----	
STATE STOCKS:—						
California 7s 95	----	----	94½	95	----	
Georgia 6s	----	----	----	----	----	
Illinois 5s	----	----	----	----	----	
Indiana 5s 93	----	----	----	----	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s 79¾	80	80	79¾	79¾	79¾	
New York 5s, 1874	----	----	----	----	----	
" 6s, 1865	----	----	----	----	----	
North Carolina 6s	----	98	98	98½	98½	
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890 90¾	----	90¾	90¾	91¾	91	
Virginia 6s 91	----	91½	91½	91¾	92	
RAILROAD SHARES:—						
Chicago, Burl. and Q. 91	92½	92	92	91½	92	
Chicago and Rock Isl. 80½	79	78½	78½	80½	79	
Chicago and N. West. ----		9	----	----	----	
Clev., Painesv. & Asht. ----	125	----	----	----	----	
Clev. and Pittsburg ----	13	13½	14	15	----	
Clev. and Toledo ---- 47¾	48½	48¼	47¾	49	49	
Del., Lack. and West. ----	----	----	----	----	92	
Galena and Chicago 79½	79	78¾	78½	79	79¾	
Hudson River ---- 63½	63½	63	63½	65½	65¾	
Illinois Central (scrip) 87½	87¾	87½	86½	88½	88½	
Indianapolis and Cinc. ----	----	----	----	----	----	
Michigan Central ---- 71	70½	71½	70	71½	72	
M. S. and N. I. guar'd, 49½	49½	48½	48½	49½	49	
M. S. and N. I. ---- 22¾	23	23	23½	23¾	23	
Milwaukee and Miss. ----	14	----	14½	----	15	
New Jersey Central ----	116	116	116	----	----	
New York Central ---- 88½	88½	89	89½	90½	91½	
New York and Erie ---- 36½	37	37	38½	42	42	
N. York and Harlem ---- 19½	19½	19½	19¾	21½	22	
N. Y. and H. "pref." ---- 49½	50	49½	49½	51½	54	
Panama ----	----	124	125½	125	126	
Phila. and Reading ---- 48	48½	48½	48½	48¾	49	
RAILROAD BONDS:—						
Chic. and N. W. 1st M. ----	----	60	60	----	60	
" " 2d M. ----	----	----	----	35	34½	
" " S. F. 80	----	----	----	80	80	
Cl. & Tol. S.F. 7 p.c. '85 78	----	----	78½	----	79	
D. L. & W. 1M. 8p.c. '71-5 102	----	----	----	----	----	
" 2M. 8p.c. '81	----	----	----	----	----	
Gal. and Ch. 1M. 8p.c. '63 95	----	----	----	----	----	
" 2M. 8p.c. '75	----	95	95	----	----	
Hann. & St. J. 1 M. 8s. ----	74	----	----	----	----	
Hudson R. 1M. 7p.c. '69 ----	----	----	106	----	----	
" 2M. 7p.c. '60 101	101	----	----	----	----	
" 3M. 7p.c. '75 ----	----	----	----	----	----	
Illinois Centr. 7 p.c. '75 ----	----	99½	99½	100	100	
" " 6 p.c. '75 ----	----	----	----	----	----	
L. Erie & Wab. 1 M. 75½	75½	76	----	76½	76½	
" " 2 M. ----	47½	----	47	----	----	
Mich. Cen. S.F. 8p.c. '82 102	101½	----	102	102	----	
" conv. 8p.c. '69 ----	----	----	----	----	----	
Mich. Southern 1st M. 88	----	88	87½	----	----	
" " 2d M. 66	67	68½	68	67	67½	
" " S. F. 81	----	81½	----	81½	----	
M. S. & N. I. 1 M. S. F. ----	----	----	----	----	----	
" 2 M. 8p.c. '77 ----	----	----	----	----	----	
Northern Ind. 1 M. ----	----	----	----	----	86	
" " 2 M. ----	----	----	----	----	----	
N. J. Central 1st M. ----	----	----	----	----	----	
N. Y. C. 6p.c. certif. '83 ----	99	----	----	99	100	
" 1 M. 7 p.c. '64 ----	----	----	----	----	104	
N. Y. & E. 1 M. 7 p.c. '67 103½	103	103½	----	----	103½	
" 2 M. 7 p.c. '59 ----	----	----	99	----	----	
" 3 M. 7 p.c. '71 100	100	100	----	100	100	
" 4 M. 7 p.c. '80 83½	85	85	86½	86½	87	
" 5 M. 7 p.c. '83 77½	78	----	----	77½	----	
" conv. 7p.c. '62 64	64	----	----	----	----	
" " 7p.c. '71 ----	64	----	65	----	----	
" S. F. '75 ----	----	----	----	----	----	
N. Y. & H. 1 M. 7p.c. '73 97¾	----	----	----	98	----	
" 2 M. 7p.c. '64 ----	----	----	----	96	96	
" 3 M. 7p.c. '67 ----	----	----	----	----	----	
Penn. 1M. 7p.c. conv. '88 ----	----	----	----	----	----	
" 2 M. 6 p.c. st'g '75 ----	----	----	----	----	----	
Ph. and Read. 6 p.c. '60 ----	----	----	----	----	----	
" " 6 p.c. '70 ----	----	----	----	----	----	
T. H. and A. 1M. 8s '72 ----	----	----	----	----	----	
" " 2M. 8s '70 ----	58½	----	----	----	----	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank ----	----	103½	103½	----	----	
America, Bank of ----	113	----	----	----	----	
Commerce, Bank of ---101	101	101	----	100½	----	
Merchants' Exch. B'k ----	----	----	----	----	108	
Mercantile (Mar.) Ins. ----	----	----	----	----	----	
Commonwealth Bank ----	----	----	----	----	----	
Metropolitan Bank ---111	----	----	----	111	----	
MINING STOCK:—						
Pittsburg ----	----	----	----	----	----	
Rockland ----	----	----	----	----	----	
Columbian ----	----	----	----	----	2¼	
Minnesota ----	----	----	----	----	53	
Isle Royale ----	----	----	----	----	11	
MISCELLANEOUS:—						
Del. and Hud. C. Co. ----	----	----	----	96	95½	
Cumberland Coal Co. ----	----	----	----	14	----	
Penn'a Coal Co. ----	83	----	----	----	----	
Pacific Mail S. S. Co. 81	80½	80½	80½	81½	----	
Canton ---- 21½	22½	22	----	----	----	
Brooklyn Water W's ----	----	103½	----	----	----	

The following are the closing prices in the London Market on the 12th September:

United States 5 p. c. red. '74	92¼	to	93¼
Illinois Central 6 p. c. red. 1875	89	to	90
Do. 7 p. c. red. 1875	89	to	91
Do. do. Fr. L'd red. '60.	92¼	to	93¼
Do. $100 shares, all p'd.	78	to	80
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	90	to	92
Do. do. 1st mortgage (sinking fund), 1882	94	to	96
Do. $100 shares	62	to	65
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	72	to	74
Do. $100 shares	20	to	25
New York Central, 6 per cent. (sinking fund) 1883	88	to	90
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	78	to	80
New York and Erie 1st mortgage 7 per cent. 1867	93	to	95
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	84	to	86
Do. Bonds, 1862, '71, '75 do.	56	to	58
Do. Shares, assented	27½	to	28¼
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	93	to	95
Do. $50 shares	38	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, September 29, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Advance in Railroad Securities.

The steady advance in the price of railroad shares is still the all engrossing theme. The degree of this advance indicates an entire change in the public conviction. Only a few months since, Erie shares were a drug in the market at 5 per ct. on the dollar, and almost entirely ceased to be dealt in at that. They were by common consent condemned as entirely worthless. They are now selling at an advance of some 850 per cent. over the lower point touched. In the meantime no fact affecting their value has transpired that could not be readily foreseen, with the exception, perhaps, of the probable construction of the Atlantic and Great Western Railroad. But the completion of this, like all new undertakings of great magnitude, is yet problematical, and cannot have exerted any considerable influence in promoting the upward movement. Nothing less than a return of prosperous seasons could be naturally expected. The anticipated completion of the Long Dock is no new affair. The effect of its influence should have been discounted long ago.

Such excessive changes indicate a degree of levity in the public mind entirely incompatible with any well founded notions upon the subject of Railway economy. The most extravagant assumptions are constantly dealt in with no other reason than that they are necessary to justify any caprice that may seize the public mind, or to establish any preconceived fancy of opinion.—For instance: the Erie R. R. earned from the transportation of freight in 1856, $4,545,782, moving 183,458,046 tons one mile. The rate of gross earnings was 2.48 cents per ton, per mile. In 1859, 197,127,039 tons of freight were moved one mile.

The receipts from this source were 3,195,869: the rate per mile, 1.62 cents. The total net earnings for 1856 were $2,712,152; in 1859, $1,273,141. The per centage of net earnings in the former case were about 43 per cent.; in the latter 28 per cent, showing a falling off of 15 per cent. This deficiency in net earnings corresponds very nearly to the rate of reduction suffered in the gross charges.

The future success of the road consequently depends *not upon the amount of the business it can do*, but upon the rate of charges it can impose. Of this fact the public mind takes not the least cognizance. This is the chain of logic adopted: "The road this year will earn $5,000,000 gross; net, 40 per cent, or $2,000,000. In 1861, $6,000,000; net 40 per cent, or $2,400,000, which is the interest on the funded debt, preferred shares, and some 3 or 400,000 more. In 1862 the road is to earn $7,000,000, and so on, indefinately. But we have shown that with the rate of charges that prevailed the past year, the road did not earn net, more than 30 per cent of its receipts. We presume the charges for 1860 have not ruled much above these of 1859. The movement of freight has probably been somewhat greater. With earnings of $5,000,000, we presume the net will not exceed $1,600,000.

For 1861 the rates may be somewhat higher than for 1859 and 1860. But the *degree* is all a matter of speculation. The Erie Canal will be fully enlarged the next year. Rival railroads on every side are scrambling for business, and it is certain that on all leading lines, the tendency of rates has been downwards instead of upwards.

We make these remarks without the slighest desire to depress the real value of any security. We should like, upon sufficient reason, to see them all at par. But when the public displays such astonishing caprice as has been manifested in Erie, it is well to disabuse it of some of the fallacies which are taken as solid causes of action, and to direct attention to those questions in railway economywhich must first be studied and understood before we can expect anything like steadiness or reason in the movements of any stock.

New York and Erie Railroad.

We give in another column, copied from the work just published by ourselves on "The Railroads of the United States," a full sketch of the New York and Erie Railroad Company, which presents its history; the relation it stands to its leased and connecting roads; to the Long Dock; the financial condition of the company, and the plans in progress for the adjustment of its affairs. Much of the matter now given is new, and all of it important and interesting—especially since Erie has again become the popular favorite. The sketch will serve as a good illustration of the general charac'or of our work.

Railway Traffic.

There has been some falling off in the movement of bread stuffs on western roads, partly under unfavorable reports from abroad, and partly from high rates of freight on the Lakes. With regard to the foreign demand there appears to be no doubt that it will continue to be active at fair rates. Such are the most reliable advices, which are borne out by the firm prices which continue to prevail in the European markets. The great roads terminating immediately upon tide-water were never doing so large a business as at present. They will undoubtedly be fully employed during the winter.

San Antonio and Mexican Gulf Railroad.

A. D. Strong, Esq., Chief Engineer of this road, in a letter dated Port Lavaca, Texas, Sept. 10, 1860, says: "The work of track-laying now progresses finely. Before 1860 closes, we hope to open the road to Victoria. The S. A. & M. G. R.R., is the most Southern and Western road in the United States, which has its Eastern terminus on Atlantic 'Tide-Water.' To day I have had the honor of riding further West on a railroad train from the Atlantic, than any other living man in the United States."

Cuban Railroads.

We invite attention to the Advertisement in another column for proposals for the construction and equipment of a short railroad from Havana to the Cerro.

English Watches.

We give in another column the Advertisement of J. H. Bradbury, Esq., sole importer of the celebrated London Watches of I. & M. T. Levitt and M. Tobias. These Watches are considered the best in the World. They are durable and reliable.

Memphis Branch Louisville and Nashville Railroad.

The cars from Clarksville, Tenn., have commenced making regular trips over the Memphis Branch of the Louisville and Nashville road as far as Allensville, a point eighty miles from the Tennessee line. The first regular trips were made on Wednesday August, 15. The track, although entirely new, is remarkable smooth, and as straight as a bird could fly. The grades are light, and it will doubtless prove one of the best and most comfortable roads in the country.

Since the above was in type, we learn that the whole of the Kentucky portion of the branch, to a connection with the Main Line at Bowling Green, has been completed, and that the cars run through from Louisville to Clarksville. The Louisville *Journal* says: "We congratulate the citizens of this city and State upon this auspicious result. The work is completed more than three months in advance of the time named, and we now enjoy the result of the efforts of the Board in a regular railroad connection with the beautiful and prosperous and spirited city of Clarksville."

Georgia Western Railroad.

We learn from the Jacksonville, Ala., *Republican*, that Mr. L P. Grant, Chief Engineer, is now engaged in making the surveys of the line for this road, between Jacksonville and Atlanta, Ga. Mr. G., recently visited Jacksonvile for the purpose of making a thorough examination of the country through which the road would probably pass. The *Republican* says:

"He came down the Terrapin creek route to Cross Plains, thence to this place, and returned the due east route. He said he found the Terrapin creek more practicable than he expected; and we understand from those who accompanied him on the return route some distance, that he expressed the opinion that the direct route, due east from here, was altogether practicable by cutting a short tunnel, of perhaps 150 yards long, which would be preferable to going a mile further South through the White Gap. A thorough survey, however, will be made, to test by the instruments the correctness of these opinions."

We learn from W. P. Orme, Esq., Treasurer and Secretary of the company, that there are now two corps of Engineers in the field locating with all possible dispatch. He says:

"We hope, in the course of a month, to give you a notice to contractors, of a public letting of the first fifty miles of the road. We have the means and the men to push the work through—and I predict that the same distance of road was never in Georgia, built in so short a time as this will be."

Southern Pacific Railroad.

J. Edgar Thomson, of the Pennsylvania Central, had resigned the Presidency of the Southern Pacific Railroad Company, on account of the demands upon his time and energy by the Pennsylvania Road. The vacant position has been tendered to Colonel V. K. Stevenson, President of the Nashville and Chattanooga Road.

Lexington and St. Louis Railroad.

We learn from the St. Louis *News* that this road was placed under contract to John M. Wimer & Co., of St. Louis, on the 4th inst. The work to be commenced within fifteen days and completed within fifteen months. Arrangements were accordingly made to commence work at Farmers city on the 18th. We have reason to believe, from the character of the contractors, that the work will be pushed forward as fast as possible, and that the cars will be running to Georgetown by the commencement of winter.

Atlantic and North Carolina Railroad.

The A. & N. C. R. R. commences at Morehead City on Beaufort Harbor and extends in a northwesterly direction to Newbern and thence westerly to Goldsboro', connecting at the latter point with the North Carolina and the Wilmington and Weldon Railroads. The total length of the line is 94 miles and 4,589 feet, and the length of sidetracks and tracks at stations 6 miles and 2,078 ft. total length of track 101 miles and 1,387 feet.

The receipts from transportation for the year ending 31st May, 1860, were as follows:

Transportation of passengers	$50,636 87
" of freight	48,962 91
" of mails from 1st July, 1859	4,354 17
Amounting to the sum of	$103,953 95
And the operating expenses for the same time were	68,382 12
Leaving as net profits for the year the sum of	$35,571 83

The details of the operating expenses as exhibited by the treasurer were—

Salaries of officers	$3,800 00
" of agents	3,906 67
Machinery Department	11,132 54
Transportation Department	25,147 80
Road Department	21,884 05
General administration	2,147 70
Tax account	309 36
	$68,382 12

The cost of the road has been as follows—

Construction and equipment to 31st May, 1859	$1,938,956 91
Do. since	76,322 02
Amounts due contractors and am'ts claimed by contractors, etc.	139,000 00
	$2,154,278 93
Loss on Craven County bonds and not included in Treasurer's acc'nt,	3,224 58
Total cost of construction and equipment	$2,157,503 51

In relation to the construction and equipment

of this road, Ellwood Morris, Esq., has made a report from which the following is an abstract:

"That so far as my acquaintance extends to the railroads of North Carolina, (and I have been *upon* or *along* them all,) your railroad undoubtedly compares favorably with them, in its construction and cost, and certainly ranks in the first class in this State.

The location represents long straight lines and gentle curves; the grades are only 26 feet to the mile; the bridges and culverts have substantial masonry and superstructure; the track is of heavy iron, laid with wrought iron joint chairs upon 8 inch square ties, at 27 inches apart centres; the road-bed possesses the important advantage of being entirely destitute of trestle work, and will be an excellent one, so soon as the earth-work becomes consolidated by time.

The work-shops of the Company, at Newbern, are well arranged and well constructed; they are not larger nor more expensive than the wants and prospects of the road require, and they need the addition of a carpenter and paint shop at a cost of about $5,000 to render them complete. The necessity of good and extensive shops is fully recognized by the railroads of the State, and two of them are now engaged in providing themselves, at a large expense, with these indispensable works.

The rolling stock is well cared for, and it is equal in quality, throughout, to that of any railroad in North Carolina. It is now new, but as time advances, and it becomes augmented in quantity, your master mechanic will find ample employment in maintaining it in its present good condition."

TREASURER'S ACCOUNT FOR THE YEAR 1859-'60.

Received—

Discounts by banks		$72,332 21
Transportation		88,009 09
Sales of real estate		500 00
Bills receivable and interest		2,472 18
Mail service		2,987 43
Miscellaneous sources		3,276 05
House rent		24 00
Cash on hand, 1st June, 1859		7,138 10
		$186,739 06

Disbursed—

Bills payable		$111,667 42
Transportation		14,272 44
Contractors		7,145 91
Maintenance of road		3,759 38
Interest and exchange		1,200 66
Wood purchased		3,660 53
Hiring bonds		8,603 33
General administration		2,194 97
Salaries and taxes		11,631 21
Construction and equipment		6,856 85
Negro subsistence and bounty money		4,797 92
Stock and goods damages		1,059 04
Open accounts		4,230 90
Right of way and land damages		1,612 36
Cash to credit		4,546 11
		$186,739 06

GENERAL STATEMENT, 31ST MAY, 1860.

Receipts—

State subscription		$1,066,600
Individual "		533,400
		$1,600,000
State (N. C.) loan		400,000
Transportation to date		136,909
Interest and exchange	$5,011	5,011
Real estate sold	755	
House rent	224	
Surveying instrument sold	130	
		6,120
Bills payable	$71,836	
Hiring bonds (due 1st Jan'y, '61)	13,017	
Due contractors	119,708	
Interest due to State	64,000	
Due officers and employees	6,139	
Due on open accounts	1,672	
	276,372	
	$2,419,401	

Disbursements—

Construction to 31st May, 1859		$1,938,957
Work done in Dover Swamp and charged to construction		21,468
Award to J. C. Washington and credited to him		16,000
Construction since 31st May, 1859		38,854
Transportation to date		80,978
Profit and loss		421
Interest on State loan due and credited,		64,000
Due from individuals for stock	$4,775	
" agents	2,653	
" P. O. Department	1,367	
" contractors—advances,	93,235	
" railroads	1,131	
" on open accounts	9,396	
Bills receivable, deposited as collaterals	41,672	
Bills receivable on hand	49,954	
Carteret county bonds	50,000	
		254,182
Funds in banks and on hand		4,546
		$2,419,401
Balance of liabilities		$17,644
Interest on liabilities to be credited from November 1, 1859		3,474
		$21,118
Accumulated interest on bills receivable on hand		8,548
Net balance of liabilities		$12,570

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada, for the week ending September 8, 1860, were | $73,244 49
Corresponding week, 1859 | 48,758 68
Increase | $24,485 81
Total traffic from July 1, 1860 | $575,624 59
Do. for same period last y | 421,254 68
Increase | $154,369 91

The La Crosse road earned in Aug.,

1860 | $52,570 34
1859 | 44,603 60
Increase | $7,966 74

The increase was chiefly made in the last week, as the new crop has hardly commenced to move.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending September 24, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	88
Covington and Lexington, 1st Mortgage	6s	75
" " " 1st "	7s	85
" " " 2d "	7s	80
Indianapolis and Cincinnati, 1st Mortgage	7s	85
" " " 2d "	7s	80
Cinc., Ham. and Dayton, 1st Mortgage	7s	98-100
" " " 2d "	7s	87½
Ohio & Miss., Construction	7s	18
Dayton and Michigan, Endorsed Mort. 81	7s	75
City of Cincinnati, Railroad	6s	83-85

STOCKS.	
Cincinnati, Hamilton & Dayton	76 —76½
Little Miami	88½—89
Columbus and Xenia	88 —88½
Indianapolis & Cincinnati	48 —50
Ohio and Miss.	1½

Flint and Pere Marquette Railroad.

Twenty miles of this road, from the dock at East Saginaw to within a short distance of Pine Run, is now completed and in good running order. Gov. Wisner, in company with a number of citizens of this place and Flint, passed over it on Wednesday, the 5th inst. His official certificate to the fact of the completion of twenty miles in accordance with the terms of the grant, enables the company to draw 120 sections or 76,800 acres of land, which will greatly aid the Co's future operations. We hope the company will be able this fall to complete the remaining 12 miles of the distance to Flint.—*Saginaw Enterprise.*

The Pacific Railroad.

The road-bed on this road is completed seven miles West of Otterville, and the work of laying down the rails for the cars has been commenced. The road is doing a lively business. The Jefferson *Inquirer* says that thirty or forty cars loaded with freight pass that place every day going East or West.

☞ The roadway and estate of the Hudson River and Lake Ontario Railway Company were sold a few months since on a foreclosure of its mortgages, and the purchasers have recently organized a new company, with a capital of $5,000,000, for the purpose of completing the road as originally contemplated. The Watertown *Union* understands that "a number of English capitalists are associated in the new organization, and that the work will soon be resumed under auspices which will secure the development and ultimate completion of this important enterprise."

ENGLISH WATCHES.

THE CELEBRATED

LONDON WATCHES.

I. & M. T. LEVITT,

CHRONOMETER MAKERS TO THE ROYAL NAVY.

FOR SALE BY

J. H. BRADBURY,

19 MAIDEN LANE,

SOLE IMPORTER.

BEST WATCHES IN THE WORLD.

MOST DURABLE & ACCURATE TIME KEEPERS.

EACH Watch is accompanied with a Certificate countersigned by J. H. BRADBURY. A large assortment of

GOLD AND SILVER WATCHES

OF EVERY DESCRIPTION,

ALWAYS ON HAND.

Also Agent for the MORRIS TOBIAS WATCH.

WINANS' INCRUSTATION POWDER.

ONE to two pounds a week will prevent scale, and insure a clean boiler; six to ten pounds will remove old deposit, and without causing leaks. POSITIVELY no injury from its use, and no foaming, as has been proved by four years' test. Cost 25 to 40 cents a week, which is amply repaid in saving of fuel. Every one-sixteenth of this non-conducting stone lining, or scale, requires 14.7 per cent. extra heat to generate steam, and injures the iron proportionately, say from 8 to 25 per cent., to go to repair account. JAMES MILHOLLAND, Reading R. R., has used it in over 100 engines.

H. N. WINANS, 11 Wall St., N. Y.

OFFICE BELVIDERE DELA. R. R. CO.,
Lambertsville, N. J., April, 1859.

MR. H. N. WINANS:

We have used your Powder for 16 months past, and I can detect no injurious effects, either to our Boilers or Engines. I have no apprehension of its doing injury, or I would not continue to use it, as I could do without it, but find the Locomotives steam better, consequently save fuel. It keeps our boilers tight, and does not foam, the flues and plates are clean and smooth, and I can detect no corrosion. N. S. CONGDON, M.M.

Notice to Contractors.

RAILROAD FROM HAVANA.—BRANCH FROM the city to the Cerro. The Company feeling disposed to contract for the construction of this line, the longitude of which has to be eight and three-quarters English miles, will admit proposals, under sealed covers, in the office of the Company of Credits and Insurance "La Alianza," San Ignacios, No. 90½ (Habana), till noon of the 19th October next, on which day they will be opened, and if they be admissible, the contract will be closed in favor of the best bidder, preference being given to the party who binds himself to conclude the work in the shortest time.

The above Companies also desire to contract for—
750 tons Philadelphia Iron Rail of the best quality.
16 tons Corners or Elbows or Joints.
6 tons Nails for same.
10 tons Crotchets or Uniting Plates.
4 tons Screw Nails to fasten the rails to the sleepers.

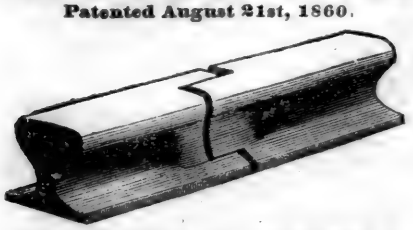
The propositions will be received in the office named, up to the 20th (twentieth) of next month, October, and in case of agreement, the arrangements will be made accordingly.

REFERENCES:
SAML. & WM. WELSH, in Philadelphia.
GIMBERNAT & ESCORIAZA, in New York.
DON LOUIS YBOLEON BOSQUE, in Havana, Engineer of the Company.

The two former will exhibit drawings of the materials and system of construction, and the latter, the plans, conditions and other required information, in Concordia st., No. 35, from seven till ten in the morning. 2t39

LOCK JOINT
FOR RAILROAD BARS.

Patented August 21st, 1860.



FULL PARTICULARS ON APPLICATION TO

AARON DOUGLASS,
210 Main Street, PATERSON, N. J.

E. G. KELLEY,

SOLE AGENT FOR THE CITY OF NEW YORK FOR the sale of the **OILS** manufactured by the PATENT PARAFFINE LUBRICATING OIL COMPANY, whose Oils are manufactured by his newly-discovered process, which gives them the properties of pure **SPERM OIL.** E. G. KELLEY'S Patent Triple-refined Paraffine Lubricating Oil, for cotton spindles and all kinds of fine machinery (No. 1), $1 per gallon; do., for heavy machinery (No. 2), 75 cents. E. G. Kelley's White Chemical Oil, for engines (No. 1), 65 cents per gallon; do., for heavy machinery (No. 2), 45 cents. E. G. Kelley's Patent Triple-refined Illuminating Oil, superior to any in the market (No. 1), 75 cents per gallon; do., common Illuminating Oil (No. 2), 65 cents. Sperm, Lard, Whale and Fish Oil, of tested and warranted quality, furnished at from 5c. to 10c. per gallon below the usual market price. Office for the sale of the Oil, **No. 116 John st.,** New York. AGENTS wanted for towns and cities.

E. G. KELLEY,
3m39 Manufacturing and Analytical Chemist.

OFFICE OF THE MOBILE AND OHIO R. R. Co.,
Mobile, Sept. 8th, 1860.

PROPOSALS addressed to the undersigned, will be received until 20th October next, for furnishing first-class **SLEEPING CARS** for through trains on this road.

The Proposals must state the name of the patent, under which the Cars will be constructed, the time they can be delivered, and the price at which the Company can purchase them—including the Patent right to use the same—at the expiration of one or two years, after date of delivery on the road.

L. J. FLEMING,
5t38 Chief Eng'r and Gen. Sup't.

TEN WHEEL LOCOMOTIVE
NOTICE TO RAILROAD COMPANIES.

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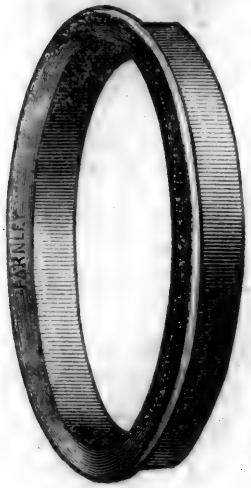
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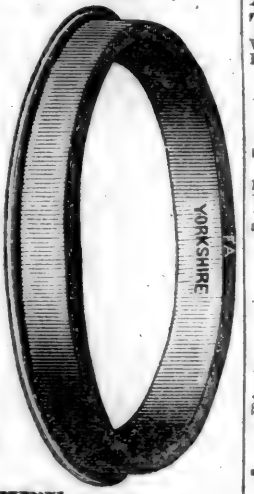
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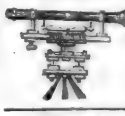
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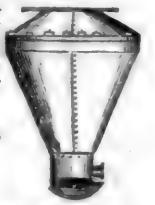
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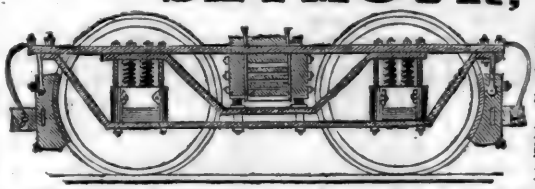
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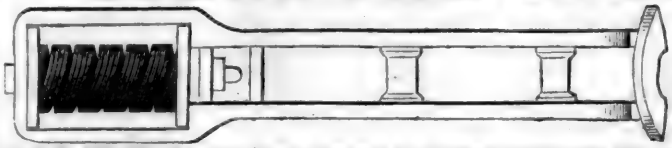
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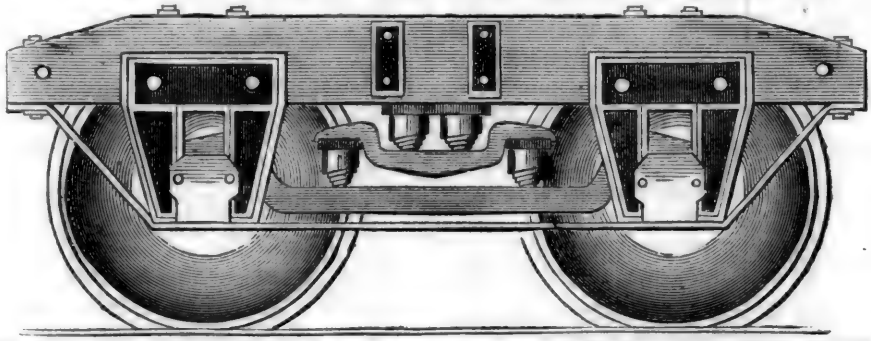
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Railroads in the State of Pennsylvania 877
Croton Aqueduct Board 880
Hartford and New Haven Railroad 881
Railroads of the State of Vermont..... 881
Great Indian Peninsular Railway 881
Telegraph Companies—Liabilities of for Mistakes in Transmitting Messages..... 882
Richmond Manufactures 883
Brunswick Br. of the North Missouri Railroad. 884
Blue Ridge Railroad 885
James River and Kanawha Canal 892
Canals of Pennsylvania 893
Parkville and Grand River Railroad..... 893

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, October 6, 1860.

Railroads in the State of Pensylvania.

The railroads first opened in the State of Pennsylvania were constructed for the purpose of connecting the Eastern or Anthracite Coal Fields with several lines of canals designed to serve as their outlets. It was found impossible to extend the canals to the mines, and hence the necessity for some means of land transportation more expeditious and economical than the ordinary earth roads. The railroad first constructed in the State, and the second in the United States, was the Mauch Chunk and Summit Hill, from a place of the same name on the Lehigh Canal to the coal mines of the Lehigh Company. It was brought into use in 1827. It was originally laid with a flat bar 2×½ inches. The loaded cars descended by their own gravity, and were drawn back by mules. The road belongs to the Lehigh Coal and Navigation Company, and no statement of its cost or earnings is made distinct from the other works of the company.

The second railroad constructed was the Carbondale and Honesdale, extending from the Delaware and Hudson Canal to the Northern or Lackawanna Coal fields. It was opened in 1829. It was 16½ miles long, and laid with an ordinary flat rail. It is a gravity road, made up of short and long planes—the cars being drawn up the former by stationary engines, and descending the latter by their own gravity. It has been entirely re-constructed, and extended 10 miles. The road belongs to the Delaware and Hudson Canal Company of New York. No separate statement of its earnings is given in the reports of that company.

The Mill Creek and Mine Hill Railroad, extending from Palo Alto on the Schuylkill Canal to the Coal Mines, 4 miles was also opened in 1829. The road was worked by horse-power, for many years. Several branches have been constructed, making an aggregate length of line at the present time of 12.52 miles. No statement of its affairs prior to 1848 could be obtained. Since that time it has been a productive work paying dividends at the rate of 10 per cent. annually.

In 1830, 12.73 miles were opened: the Schuylkill Valley, from Port Carbon to Tuscarora, 9.23 miles; and the Union Canal Company's Road at Pine Grove, 3½ miles. To the former several branches have been added, making the aggregate length of line 24.45 miles. No statement of its affairs prior to 1848 could be obtained. Since that time the road has paid dividends at the rate of 6 per cent annually.

In 1831, 20.50 miles were opened: the Mine Hill and Schuylkill Haven, 13⅓ miles, and the Mount Carbon, 7 miles. The main line of the former has been extended 11 miles, and it has 47¾ miles of branch Roads. The road has been a successful work, having paid dividends averaging 11 per cent. annually. The Mount Carbon has also been a successful work, having paid dividends at the rate of 6⅔ per cent. annually.

In 1833, 48.7 miles were opened: the Philadelphia and Trenton, 28.2 miles; the Room Run, 5 miles; and the Lykens Valley, 15½ miles. In 1836, a contract was made with the Camden and Amboy Company, whereby the share capitals of the two companies were to share in the same rate of dividend. In 1837 the latter purchased the greater portion of the shares of the former, and the two roads may now be considered as one line. The Room Run Railroad belongs to the Lehigh Coal & Navigation Company. With reference to the Lykens Valley Railroad, no historical information could be obtained.

In 1832, the Little Schuylkill was opened 20 miles, and the Philadelphia, Germantown and Norristown, to Germantown, 7 miles. The Little Schuylkill is a mining as well as a transportation company. No account of its financial affairs could be obtained previous to 1852. From that year to 1857 it paid dividends at the rate of 7 per cent. No dividends were paid for 1858 and 1859. The Philadelphia, Germantown and Norristown was completed to Norristown in 1835. It was for many years an unproductive work. In 1847 its affairs were re-organized, whereby it became relieved of a large portion of its indebtedness. It commenced the payment of dividends in 1850, which, for four years, (1856--59), has averaged 10 per cent.

In 1834, 127 miles were opened: the Philadelphia and Columbia, 82 miles; the Alleghany Portage, 36 miles, and the Westchester, 9 miles. The two former were portions of the State system of public works, and were sold in 1857 to the Pennsylvania Railroad Company. The Westchester, which has been run without profit, as a general rule, is now leased to the same company.

No new road was opened in 1835. In 1836, the Beaver Meadow Railroad, 20½ miles long was opened. This Company publishes no statement of its affairs, and no information could be obtained in reference to the same, except that contained in the report made to the Auditor of the State. It has for many years past been a productive work, and last year paid dividends to its stockholders equaling 12 per cent.

In 1837, the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad, 36 miles long was opened. This Road was leased to the Pennsylvania Railroad Company in 1849, and now forms a part of its line. It has for several years past been a productive work, and has paid dividends averaging about 3 per cent. on the share capital of the company, since it was opened. The Cumberland Valley Railroad was opened in 1837. It was an imperfectly constructed work, and its earnings for several years were only sufficient to pay expenses and interest on its debt, about $275-000. In 1849 its re-construction was commenced, and completed in the following year. Since that

time it has been a productive work, although it has not yet paid dividends on its common stock. The Strasburg Railroad, running from the Philadelphia and Columbia Railroad, 4.25 miles long, was opened in 1837.

In 1838, 142 miles were opened: the Philadelphia, Wilmington and Baltimore, 98 miles, and the Franklin, 22 miles. The Philadelphia, Wilmington and Baltimore Railroad has for several years past been a productive work, and has for the whole period since its opening paid dividends averaging about 3 perc ent. annually. The Franklin Railroad Company became embarrassed soon after the opening of its road, which was operated by a Sequestrator till 1852, when it became unsafe for trains to run over it and they were consequently discontinued. In 1859 the road was re-constructed, and is now operated by the Cumberland Valley Railroad Company. No report of its affairs since its re-construction has been made. The York and Maryland Line, constructed and owned by the Baltimore and Susquehanna Company, and forming part of the line of its road, was opened in 1838.

In 1839, 83 miles were opened; the Philadelphia and Reading, 58 miles, and the Williamsport and Elmira, 25 miles. The Philadelphia and Reading Railroad, which was fully opened in 1842, has returned to its stockholders dividends at the rate of 4.65 per cent. annually. A portion of its dividends have been paid in certificates of stock. It is the great coal railroad of the country. The Williamsport and Elmira was operated for many years without profit, and in 1849 was sold, and a new company organized by which the old road was re-constructed, and its line extended to Elmira, in the State of New York, to which it was opened in 1854. The company soon after became embarrassed in its affairs, which have been re-organized, by the conversion of a portion of its debts into a preferred stock. The road has paid nothing to its stockholders.

In 1840, 63.45 miles of railroad was opened: the Lehigh and Susquehanna, 19.71 miles; the Lorberry Creek, 5.13 miles; the Tioga, 25.61 miles, and the Wrightsville, York and Gettysburg, 13 miles. The Lehigh and Susquehanna Railroad belongs to the Lehigh Navigation and Coal Company. The Lorberry Creek is an unimportant work, used exclusively in the transportation of coal, The Tioga Railroad was re-constructed in 1852. To that date it had been an unproductive work. For three years (1857-9) it has paid dividends equaling 6 per cent. on its preferred stock. Its revenues are almost exclusively derived from the transportation of coal. The Wrightsville, York and Gettysburg is leased to and run by the Northern Central Railroad, and has earned dividends for the past five years equaling about 2 per cent. annually. Previous thereto it was an unproductive work.

No additional mileage was opened till 1842, when the Philadelphia and Reading R.R. was completed, from Reading to Mount Carbon, 35 miles.

No mileage was opened in 1843. In 1844, the Mount Carbon and Port Carbon, 2½, and the Swatara, 6 miles, were opened. The former has been a productive work, having paid dividends at the rate of 12 per cent. annually. The Swatara is an unimportant work and is exclusively engaged in the transportation of coal. No account of its operations could be obtained.

In 1848 that portion of the New York and Erie Railroad in the State of Pennsylvania, 42 miles, was opened.

In 1848, 72 miles of the Pennsylvania Railroad was opened. This road was fully opened in 1854, by the completion of the Mountain Division, previous to which the Portage Railroad was used for crossing the mountains. This road has been a productive work, and has paid dividends averaging about 5 per cent. annually.

In 1850, 112 miles of railroad were opened; the Pennsylvania Coal Company's road, 47 miles, and the Pennsylvania Railroad (extended), 65 miles. The Pennsylvania Coal Company is engaged in mining, as well as in the transportation of coal. The enterprise has been productive, having returned to its stockholders dividends averaging 6 per cent.

In 1851, 220 miles of railroad were opened; the Delaware, Lackawanna and Western (northern division), 63 miles; the York and Cumberland, 27 miles; the eastern portion of the Ohio and Pennsylvania, 42 miles; the Dauphin and Susquehanna, 18 miles; the Columbia Branch of the Harrisburg and Lancaster Railroad, 18 miles, and the Pennsylvania (extended), 52 miles. The Delaware, Lackawanna and Western, for several years after its opening, paid dividends averaging about 5 per cent., when it became embarrassed, and made an assignment of its property for the benefit of its creditors. Its affairs, however, were soon adjusted, and the company has again resumed the payment of dividends. The Ohio and Pennsylvania, now the Pittsburg, Fort Wayne and Chicago, for a time was regarded as a successful work, but since its consolidation with the Ohio and Indiana, and Fort Wayne and Chicago, has been greatly embarrassed having failed to meet the interest accruing on its funded debts. Measures are now in progress for the re-organization of its affairs. The Dauphin and Susquehanna is now known as the Schuylkill and Susquehanna Railroad. It has been an unproductive work, and in 1859, the road was sold, and a new company organized under the present title. The York and Cumberland Railroad was consolidated into the Northern Central in 1854.

In 1852, 82.90 miles were opened; the Erie and North East, 18.50 miles; the Hanover Branch, 12.90 miles; that portion of the Cleveland and Erie Railroad in the State of Pennsylvania, 25.50 miles. and the Pennsylvania Railroad (extended), 26 miles. The Erie and North East is now virtually consolidated into the Buffalo and State Line Company, of New York. It has been a productive work, having paid dividends at the rate of 10 per cent. The Hanover Branch has paid only one dividend of 2 per cent. The Cleveland and Erie Railroad is described under the railroads of Ohio.

In 1853, 31.50 miles were opened: the Chester Valley, 21.50 miles; the Westchester and Philadelphia, 6.25 miles, and the Tioga (extended), 3.75 miles. Both the Chester Valley and the Westchester have been unproductive works, and been greatly embarrassed in their affairs.

In 1854, 259.67 miles were opened: the Catawissa, Williamsport and Erie, 64 miles; the Chestnut Hill, 4.17 miles; the North Lebanon, 7.50 miles; the Sunbury and Erie, 27.50, and the Trevorton, 14.50. The following roads were extended: the Little Schuylkill, 8 miles; the Pennsylvania, 89 miles; the Dauphin and Susquehanna, 36 miles; the Williamsport and Elmira, 53 miles, and the Westchester and Philadelphia, 6 miles. The Catawissa, Williamsport and Erie succeeded to the Little Schuylkill and Susquehanna Railroad, which was partially completed as early as 1841. The company has been in an embarrassed condition almost from the opening of its road, and its affairs have been recently re-organized by the conversion of its indebtedness into different classes of share capital. The Chestnut Hill Railroad is leased to and operated by the Philadelphia, Germantown and Norristown Company. The North Lebanon is a local work constructed for the conveyance of iron ores and coal to and from the Union Canal. It is in fact a private enterprise. The Sunbury and Erie is yet an unfinished work. The Trevorton is a coal road, belonging to a coal mining company, the bonds issued by which cover coal lands as well as the railroad. This company is in default for the payment of the interest due on its bonds.

In 1855, 138 miles were opened: The Huntingdon and Broad Top, 21.25 miles; the Lehigh Valley, 45.50 miles; the North Pennsylvania, 28.75 miles, and the Pittsburg and Connellsville, 25 miles. The Sunbury and Erie was extended 12.50 miles. The Huntingdon and Broad Top, which is a coal road, has paid nothing to its stockholders. The Lehigh Valley has been a productive work, having paid dividends at the rate of 6 per cent. annually. The North Pennsylvania has paid nothing on its stock. The Pittsburg and Connellsville is an unfinished work.

In 1856, 261.95 miles were opened: the Alleghany Valley, 44 miles; the Barclay, 16.50 miles; the Catasauqua and Foglesville, 10 miles, built for the accommodation of establishments for the manufacture of iron; the Delaware, Lackawanna and Western (southern division), 48 miles; the Lackawanna and Bloomsburg, 24 miles; the Lackawanna, 9 miles; that portion of the Cleveland and Pittsburg Railroad in the State of Pennsylvania, 14.95 miles; the Lebanon Valley, 54 miles, and the M'Cauley Mountain, 6 miles. The following roads were extended: the Huntingdon and Broad Top, 11 miles; the Pennsylvania (Indian Branch), 16.50 miles; and the Pittsburg and Connellsville, 8 miles. The Alleghany Valley is an unfinished work, and has paid nothing to its stockholders. The Barclay is a mining as well as a transportation company. Its road has thus far been an unproductive work. The Lackawanna and Bloomsburg has only recently been completed. The Lackawanna is a local work connecting the Delaware, Lackawanna and Western with certain coal mines. The Lebanon Valley has been consolidated into the Philadelphia and Reading Railroad. The M'Cauley Mountain is a coal road of no public importance. The Cleveland and Pittsburg Railroad is described among the railroads of Ohio.

In 1857, 126.25 miles were opened: the Hempfield, 32 miles, and the Northern Central, 19 miles. The following roads were extended: the Lackawanna and Bloomsburg, 34 miles; the North Pennsylvania, 26.25 miles, and the Pittsburg and Connellsville, 15 miles. The Hempfield is still an unfinished work, and has proved entirely unproductive. The Northern Central, which is a consolidation of several lines, is described among the railroads of Maryland.

In 1858, 155.65 miles were opened: the Gettys-

burg, 17.12 miles, and the Quakake, 14 miles. The following City or Horse Railroads were also opened: the Citizens', 8.50 miles; the Frankford and Southwark, 16.50 miles; the Fairmount, 5 miles; the Philadelphia and Gray's Ferry, 7 miles; the Philadelphia and Darby, 4.25 miles; the West Philadelphia, 9.25 miles. The Shamokin Valley Railroad Company was also organized and took possession of its road, 28.10 miles, in 1858. This road was constructed in 1833, under the title of the Danville and Pottsville Railroad Company, and afterwards abandoned. In 1850 the road passed into the hands of a new company, the Philadelphia and Sunbury, by which it was subsequently reconstructed, and in 1858 passed into the possession of the present company. The following roads were extended in 1858: the Northern Central, 26 miles, and the Westchester 20 miles. The Gettysburg Railroad is operated by the Hanover Branch Railroad. The Quakake has hardly commenced operations. The earnings of the Philadelphia City Passenger Railroad cannot at present be obtained.

In 1859, 258.92 miles were opened: the East Pennsylvania, 36 miles; the Fayette County, 12.67; the Littlestown, 8.50, and Philadelphia and Baltimore Central, 6 miles. The following City or Horse Roads were opened: the Fairmount and Arch Street, 5 miles; the Germantown, Fourth and Eighth Streets, 17.25 miles; the Girard College, 5.50 miles; the Green and Coates Street, 5.25 miles; the Hestonville, Mantua and Fairmount, 7 miles; the North Philadelphia, 5.50 miles; the Philadelphia City, 4 miles; the Richmond and Schuylkill, 5.25 miles; the Ridge Avenue and Manayunk, 9 miles; the Seventeenth and Nineteenth Streets, 6 miles, and the Thirteenth and Fifteenth Streets, 6 miles. The following roads were extended: the Northern Central, 6 miles, and the Sunbury and Erie, 112 miles.

In the current year, (1860), 102½ miles have been opened: the Bellefonte and Snow-Shoe, 18½ miles; the Erie and Pittsburg, 40½ miles; the Lehigh-Luzerne, 20 miles. The Lackawanna and Bloomsburg was extended 11 miles, and the Philadelphia and Baltimore Central, 12½ miles.

A large number of railroads are in progress in the State, among which may be named the Sunbury and Erie; the Erie and Pittsburg; the Atlantic and Great Western, and the Philadelphia and Baltimore Central.

In the extent of City or Horse Railroads, Philadelphia far exceeds any city in the country—the length of the roads in it, in actual operation, being 148 miles. These have been constructed at a nominal cost of $3,672,785, or $25,000 per mile—about one-eighth the cost of the railroads in the city of New York; the railroads of Philadelphia are, however, measured on their single track roads.

STATEMENT, *showing the Share Capital and Debts of the principal Railroad Companies of the State of Pennsylvania, with the amount of the productive and unproductive capital of each, respectively:*

Corporate Titles of Companies.	Share Capital. Total.	Produc.	Unprod.	Funded Debt.	Funded & Float'g Debt. Total.	Produc.	Unprod.
Alleghany Valley	$1,600,000	$------	$1,660,000	$400,000	$436,089	$436,089	$------
Allentown	304,118	------	304,118	25,982	25,982	------	25,982
Barclay	582,700	------	582,700	450,000	475,000	475,000	------
Beaver Meadow	1,410,900	1,410,900	------	------	------	------	------
Catawissa, Williamsport and Erie	1,700,000	------	1,700,000	2,432,500	2,868,710	1,434,355	1,434,355
Chester Valley	871,90	------	871,900	500,000	692,500	------	692,500
Chestnut Hill	120,000	120,000	------	------	400	400	------
Cumberland Valley	981,900	509,900	472,000	245,500	245,500	245,500	------
Delaware, Lackawanna and Western	3,360,250	3,360,250	------	6,319,528	6,835,680	6,835,680	------
East Pennsylvania	450,000	------	450,000	600,000	600,000	600,000	------
Erie and North East	600,000	600,000	------	400,000	400,000	400,000	------
East Mahonoy	350,900	350,000	------	------	------	------	------
Erie and Pittsburg	430,000	------	430,060	------	250,000	250,000	------
Fayette County	76,043	------	76,043	30,000	30,000	30,000	------
Franklin	360,000	------	360,000	165,000	165,000	165,000	------
Gettysburg	115,698	------	115,698	83,000	177,550	177,550	------
Hanover Branch	118,000	------	118,000	35,000	35,550	35,550	------
Harrisburg and Lancaster	1,087,100	1,087,100	------	662,000	666,752	666,752	------
Hempfield	1,809,563	------	1,809,563	------	500,000	------	500,000
Huntingdon and Broad Top	466,603	------	466,603	661,678	980,924	115,727	865,197
Lackawanna and Bloomsburg	712,424	------	712,424	1,000,569	1,185,819	1,185,819	------
Lehigh Valley	1,966,350	1,966,350	------	1,417,000	1,609,910	1,609,910	------
Lehigh Luzerne	93,000	------	93,000	160,000	160,000	160,000	------
Lehigh Coal and Navigation	2,479,950	2,479,950	------	3,619,254	3,985,077	3,985,076	------
Little Schuylkill	2,256,100	------	2,256,100	953,000	1,057,835	1,057,835	------
Littlestown	45,000	------	45,000	22,000	33,446	33,446	------
Lykens Valley	400,000	------	400,000	------	33,500	33,500	------
Mill Creek and Mine Hill	310,850	310,850	------	------	------	------	------
Mine Hill and Schuylkill Haven	2,800,000	2,800,000	------	------	------	------	------
Mount Carbon and Port Carbon	200,000	200,000	------	------	1,673	1,673	------
Mount Carbon	282,350	282,350	------	------	------	------	------
North Lebanon	149,550	------	149,550	149,550	166,763	83,382	83,381
North Western	800,000	------	800,000	------	------	------	------
North Pennsylvania	3,155,820	------	3,155,820	2,787,000	3,164,817	3,164,817	------
Pennsylvania	13,249,125	13,249,125	------	16,153,680	16,922,517	16,922,517	------
Pennsylvania Coal	3,200,000	3,200,000	------	600,000	961,758	961,758	------
Philadelphia and Baltimore Central	178,899	------	178,899	202,100	285,953	285,953	------
Philadelphia City Passenger	2,817,000	1,408,500	1,408,500	981,300	981,300	931,300	------
Philadelphia, Germantown and Norristown	1,223,500	1,223,500	------	374,800	374,800	374,800	------
Philadelphia and Reading	11,548,920	------	11,548,929	12,093,950	12,093,950	12,093,950	------
Philadelphia and Trenton	990,200	990,200	------	250,000	250,000	250,000	------
Philadelphia, Wilmington and Baltimore	5,600,000	5,600,000	------	2,498,435	2,498,435	2,498,435	------
Pittsburg and Connellsville	1,753,864	------	1,753,864	1,600,000	1,675,551	1,500,000	175,551
Pittsburg, Fort Wayne and Chicago	6,266,277	------	6,266,277	8,895,457	10,779,305	8,895,457	1,883,848
Pittsburg and Steubenville	1,257,700	------	1,257,700	500,000	500,000	------	500,000
Quakake	454,000	------	454,000	200,000	225,000	------	225,000
Schuylkill Valley	568,150	568,150	------	------	------	------	------
Schuylkill and Susquehanna	1,500,000	------	1,500,000	------	------	------	------
Shamokin Valley and Pottsville	862,800	------	862,800	821,847	826,847	826,847	------
Sunbury and Erie	4,306,929	------	4,306,920	4,094,000	4,955,271	4,955,271	------
Swatara	32,200	32,200	------	------	------	------	------
Tioga	367,300	189,700	177,600	396,500	396,500	396,500	------
Trevorton	792,000	------	792,000	840,000	880,000	------	880,000
Tyrone and Clearfield	175,000	------	175,000	225,000	225,000	225,000	------
Tyrone and Lock Haven	337,000	------	337,000	------	------	------	------
Wrstchester	20,990	------	20,990	13,333	13,333	13,333	------
Westchester and Philadelphia	682,805	------	682,805	1,186,406	1,230,346	1,230,346	------
Williamsport and Elmira	1,000,000	------	1,000,000	1,000,000	1,035,000	1,035,000	------
Wrightsville, York and Gettysburg	317,050	371,050	------	52,000	82,996	82,996	------
Total	92,008,778	42,310,075	49,698,703	76,097,360	83,728,839	76,462,525	7,265,814

The above table, though very nearly, may not be entirely accurate, in the division of productive and unproductive capital. In two or three instances the funded debts of companies were put down as productive, although the earnings of the roads have not been sufficient to pay the interest on them. In such cases the roads have been recently opened, or the interest has been paid by other parties. The funded debt of the Pittsburg, Fort Wayne and Chicago, is put down as productive, although the company is not at the present time paying the accruing interest, which appears to have been earned. As the table is a recapitulation of the statements of the several companies, a reference to them will give the necessary explanations and corrections.

The whole amount of capital invested in the railroads of the State of Pennsylvania at the end of 1859 was $175,737,117. Of this sum $92,008,778 represented the amount of share capital; $76,097,367 the amount of funded debt, and $7,630,970 the amount of floating debt. Of the share capital $42,310,075 or 46 per cent. of the whole was productive, and $49,698,703 unproductive; and of the total debt ($83,728,339) the amount productive was $76,462,527 or 91 per cent. and the amount unproductive $7,265,814.

The average cost per mile of the railroads of Pennsylvania has been $56,397. The cost per mile of the 2,350 miles represented in the following table for 1859 was $58,608. This cost for roads traversing so uneven a State as Pennsylvania and surmounting great natural obstacles, and which are generally substantially built, is very moderate. The most costly road of the State, and also of the United States, is the Philadelphia and Reading Railroad, which averages $140,000 per mile.

The total gross earnings of the railroads of the State, including those of the Pittsburg, Fort Wayne and Chicago Railroad, which is essentially a Pennsylvania work, have amounted in the thirteen years ending with 1859 to $159,989,901, of which amount $48,546,313 has resulted from passenger transportation; $100,709,251 from the transportation of coal and merchandise, and $10,734,337 from other sources, including mails, expresses, rents, etc. The current expenditures in the same time have been $88,439,362; and the earnings less such expenditures, but not including interest on debt $71,550,539. The total amount divided on share capital has been $32,817,300. Reducing these amounts to proportionate equivalents, it will be found that the gross earnings have equalled about 12 per cent. on the whole liabilities, and 13 per cent. on the cost of construction; and that the net earnings have equalled 6½ and 7 per cent. on the said liabilities and cost respectively. The proportion of the gross earnings expended in operating the roads has been 55 per cent. The dividends paid have averaged on the total share capital about 3.9 per cent. per annum.

The difference between the net earnings or earnings less current expenses and the amount of the dividend paid on the share capital is $38,688,237. From this amount has been paid the interest on the gross debt, which funded and floating has amounted to $514,124,808. Assuming an average rate of 6 per cent. as the interest paid, this amount has received the gross sum of $30,847,482. The balance has lapsed to profit and loss.

RAILROADS IN THE STATE OF PENNSYLVANIA.

Statement showing the Share Capital, Indebtedness, Cost of Roads, etc., Gross Earnings from Passengers, Freight, etc., Operating Expenses, Earnings less Expenses, and Dividends made by the principal Railroad Companies for each year, since and including the year 1880:

Year.	Capital Account. Share Capital.	Bonded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Passenger Earnings.	Freight Earnings.	Other Earnings.	Total Earnings.	Operating Expenses &Repairs.	Earnings less Expenses.	Amount of Dividend.
1830.	$167,859	$.....	$18,183	$186,042	$186,251	9.09	$.....	$22,817	$.....	$22,817	$9,172	$13,145	$4,072
1831.	301,784	161,718	27,865	491,367	479,819	28.35	.....	89,387	.....	89,387	21,342	18,045	5,892
1832.	1,897,520	469,170	39,103	1,905,798	1,197,818	48.91	.....	61,342	.....	61,342	34,291	27,051	7,960
1833.	1,722,309	681,330	62,107	2,465,746	1,518,249	54.03	22,606	101,727	.....	124,333	69,819	54,514	11,446
1834.	3,102,718	696,350	101,509	3,899,577	2,941,708	90.51	51,709	118,514	1,782	167,005	97,614	69,391	31,716
1835.	7,332,457	816,119	212,798	8,361,374	7,760,798	216.66	140,210	276,247	4,617	421,083	350,385	70,698	299,222
1836.	7,867,462	829,514	205,317	8,902,293	8,391,527	227.91	205,109	392,967	12,658	610,784	502,755	107,979	338,668
1837.	10,424,209	2,688,125	226,019	13,333,353	12,956,019	364.96	461,696	483,125	87,566	1,032,387	806,519	226,868	388,210
1838.	11,850,450	3,103,689	330,829	14,784,968	13,899,303	377.46	623,896	531,722	137,125	1,292,743	663,264	629,479	484,997
1839.	11,788,179	3,143,689	404,152	15,336,020	13,928,196	383.71	738,988	617,940	118,103	1,469,981	867,744	602,137	597,554
1840.	14,928,484	4,443,689	526,234	19,898,357	18,462,642	474.46	850,410	777,895	111,915	1,740,220	1,874,394	865,826	886,101
1841.	15,468,384	4,593,689	616,526	20,663,599	19,960,689	474.46	853,699	809,351	112,247	1,775,307	1,149,616	625,691	461,981
1842.	16,008,184	6,478,700	821,693	23,308,617	21,861,905	474.46	799,516	768,716	108,271	1,676,508	1,062,877	618,626	393,312
1843.	16,671,303	6,691,618	1,056,471	24,419,392	22,476,905	474.46	806,744	881,314	131,261	1,829,319	1,036,876	793,443	324,670
1844.	17,186,110	8,998,082	1,061,174	27,236,266	24,946,600	497.96	895,065	1,101,151	186,149	2,182,365	1,250,012	932,353	441,582
1845.	19,760,710	9,054,845	1,456,130	30,271,686	28,478,108	502.72	983,176	1,619,895	149,234	2,752,305	1,531,078	1,221,227	481,364
1846.	20,949,700	9,901,407	1,881,945	32,233,052	27,973,862	502.72	1,023,429	2,558,182	160,461	3,742,072	2,044,808	1,697,264	797,964
1847.	21,739,259	9,903,791	1,436,049	33,079,099	29,964,884	507.22	1,166,340	2,795,271	176,347	4,137,958	2,139,769	1,998,189	924,827
1848.	22,723,765	10,872,716	1,081,593	34,678,074	32,856,551	514.19	1,264,090	2,877,181	261,666	4,402,927	2,355,197	2,047,730	728,216
1849.	24,946,400	12,189,655	1,113,024	38,249,079	35,169,788	521.65	1,361,863	2,881,698	304,197	4,547,758	2,289,372	2,258,386	891,912
1850.	29,309,292	13,865,129	1,114,913	44,289,334	42,689,204	746.16	1,548,399	3,387,078	422,717	5,358,194	2,851,272	2,506,922	1,102,757
1851.	36,119,347	16,537,727	1,202,476	51,859,550	50,118,344	898.26	1,836,682	3,742,578	418,719	5,997,979	3,229,517	2,768,462	1,430,925
1852.	40,938,109	22,757,526	2,552,017	66,247,652	63,281,192	1,091.36	2,986,806	4,778,299	540,872	8,304,977	4,626,795	3,678,182	2,141,285
1853.	46,365,105	23,691,106	3,516,268	72,461,518	67,563,185	1,217.49	3,441,547	5,883,282	733,453	10,058,282	5,936,697	4,121,585	2,401,096
1854.	51,675,810	27,830,362	8,949,739	82,955,411	78,366,164	1,345.12	3,950,263	7,878,849	832,723	12,656,835	7,852,579	4,804,256	3,125,181
1855.	64,940,983	32,049,629	8,008,894	104,999,506	97,725,285	1,679.94	4,870,930	9,977,776	754,449	15,103,155	7,813,088	7,290,067	3,422,929
1856.	76,288,190	41,996,514	9,985,510	128,220,214	121,269,813	1,960.27	4,871,544	11,681,856	1,186,910	17,190,310	9,459,942	7,730,368	3,705,635
1857.	76,716,948	53,809,638	9,792,913	139,319,499	130,925,696	2,067.42	4,736,141	11,229,173	1,462,204	17,427,518	9,488,953	7,938,565	3,068,363
1858.	79,660,305	60,223,667	6,958,267	146,842,839	135,862,839	2,196.54	4,267,474	10,460,952	1,340,379	16,068,805	8,762,197	7,306,608	1,920,262
1859.	83,050,964	61,327,905	6,723,917	161,102,776	139,729,118	2,349.68	4,789,082	11,988,466	1,088,312	17,865,800	10,073,418	7,782,382	2,497,281
30 years..	828,897,339	448,202,088	65,922,620	1,343,022,047	1,250,281,261	22,178.13	48,546,813	100,709,251	10,734,337	159,989,901	88,439,862	71,550,539	32,817,300
Aver, ...	27,629,911	14,940,069	2,197,421	44,767,401	41,677,709	739.27	1,618,210	3,356,975	357,811	5,332,997	2,947,979	2,385,018	1,093,910

NOTE.—The cost of the State Railroads in the above table has been considered as so much dividend-paying capital, yielding 5 per cent. per annum. This ceased on the transfer of the roads to the Pennsylvania Railroad Company in 1857, in which year only 6 months' dividend is charged.—The railroads belonging to mining companies, and which are simply accessory to the business of mining are not included in the table. Such are the Beaver Meadow, the Barclay, the roads of the Lehigh Navigation Company, etc.—The Pittsburg, Fort Wayne and Chicago Railroad, and the Phila delphia, Wilmington and Baltimore Railroad are treated as Pennsylvania works, while the Norther Central is included among the Maryland roads.

Croton Aqueduct Board.

THE CHARGES AGAINST MESSRS. CRAVEN AND TAPPEN NOT SUSTAINED.

We give below the report of the Committee of the Board of Aldermen, appointed to investigate the charges preferred by the Mayor against ALFRED W. CRAVEN, Esq., Chief Engineer, and THOMAS B. TAPPEN, Esq., Assistant Commissioner of the Croton Aqueduct Board. The great length of the reply of these gentlemen to the charges of the Mayor, prevented our publishing it at the time. We however perused it with deep interest' feeling convinced that it was a thorough vindication of themselves and a complete reputation of the so-called charges of the Mayor, which were doubtless made at the instigation of other parties who were desirous of performing the duties which devolved upon these gentlemen, when their places were made vacant, either by their removal or resignation. It is unnecessary to say that we are pleased with the result, and rejoiced that we are enabled to say it thus publicly, and to place upon record the sensible report of the Committee. It is as follows:

TO THE HONORABLE THE BOARD OF ALDERMEN:—

The undersigned, the special committee to whom were referred the messages of his Honor the Mayor, dated the eleventh and eighteenth days of July, 1860, asking the concurrence of this Board in the removal of Alfred W. Craven, as Engineer, and Thomas B. Tappen, as Assistant Commissioner of the Croton Aqueduct Board, respectfully report:—

That your committee held their first meeting on the tenth day of September, ult., when they were attended by Messrs. Craven and Tappen

That previous to the assembling of the committee a note had been addressed by the committee to his Honor the Mayor, requesting him to appear before them on the investigation of the charges preferred by him, with which request his Honor refused to comply.

That on the second meeting of your committee, held on the eleventh day of September, ult., Messrs. Craven and Tappen both appeared before your committee and read their written answers to the charges contained in the messages of the Mayor, which answers were verified by them under oath, and are hereto annexed.

That the said answers having been read, each of said officers expressed his desire and anxiety to have the charges preferred against him thoroughly examined.

That his Honor failed to attend this meeting of the committee also.

That your committee thereupon directed their clerk to serve upon his Honor copies of the answers of Messrs. Craven and Tappen, and adjourned to the seventeenth ult., in order to give his Honor an opportunity of disputing the truth of said answers if he desired to do so.

That on that day your committee again assembled for the purpose of proceeding with the investigation, but finding that owing to some oversight of the clerk the answers had not been delivered to the Mayor, they again adjourned in order that a service thereof might be made.

That the said answers were served on the Mayor on the eighteenth day of September, ult., and that the next meeting of your committee was held on the twentieth of September ult.

That at this and the previous meeting Messrs. Craven and Tappen, were present.

The Mayor, however, failed to attend.

It is thus apparent, that while the parties accused by the Mayor have been ready on every occasion of the meeting of your committee to confront the Mayor, and enter upon the investigation of his charges, his Honor has steadily refused to appear before your committee, or to take a single step towards the substantiation of those charges.

The sworn answers presented by Messrs. Craven

and Tappen are, in the opinion of your committee, thorough refutations of the charges of the Mayor, and cast upon him the burden of proving his allegations.

This he has failed to do, and your committee can therefore draw no other inference than that he has become satisfied from a perusal of the answers that the charges contained in his two messages were erroneous and untrue.

It is, at all events, the opinion of your committee that there is not a single charge in either of those messages which is not thoroughly explained by the parties accused, and justice to them demands that your committee should express their sincere belief that the charges were unfounded, and that there is not the slightest ground for supposing that either the Engineer or the Assistant Commissioner has, in any respect, failed to discharge the duties of his position with ability and fidelity.

With reference to the charges of the Mayor in relation to the reservoir, your committee also deem it their duty to state that, in their opinion, there never has been an instance in which the estimates by an engineer of the probable quantities and of the cost of the work required for a work of this character, have so closely approximated to the actual result, and that Mr. Craven, so far from being subject to censure for his professional action in that matter, is deserving of the highest commendation.

In conclusion, your committee would report that the charges of his Honor have not only not been proven by him, but that they have been thoroughly disproved by answers of the accused, and your committee therefore present for the adoption of the Board the following resolution:—

Resolved, that this Board do not concur in the removal of Alfred W. Craven, Chief Engineer, and Thomas B. Tappen, Assistant Commissioner of the Croton Aqueduct Board, as requested by the messages of his Honor, the Mayor, dated July eleventh and eighteenth, 1860, respectively,

H. W. GENET,
F. J. A. BOOLE,
GEO. STARR.

Hartford and New Haven Railroad.

The annual meeting of this company was held on the 19th ult. The traffic of the year has been as follows:

From passengers	$428,042 30
From freight	320,853 53
Rents, express, and mails	41,640 93
Total	$790,536 76
The expenditures for operating and repairs of the road, including the purchase of new cars and miscellaneous expenses is	$388,731 46
Interest paid on bonds	55,348 40
Total	$444,079 86
Net earnings	346,459 90

The gross income of the road exceeds that of last year the sum of $67,076 47, and this gain is nearly equally divided between the passenger and freight traffic. The working expenses of the company, while showing a considerable increase, are not greater than is necessary from the progressive business of the company.

A new freight depot, 380 feet long and 90 feet in width, has been built in New Haven, at an expense of $16,102.

The whole number of passengers transported over the road for the year is 644,975 an increase over last year of 48,203; and the management of the road needs no further comment than the statement in the report that more than half a million of people have been carried with entire exemption from accident.

The Directors also recommend that the dividends hereafter be made quarterly instead of semi-annually.

The following Directors were then elected: Cornelius Vanderbilt, Henry Coit, New York; Charles F. Pond, Julius Catlin, Hartford; C. W. Chapin, Springfield; Ezra C. Reed, New Haven; James S. Brooks, Meriden; A. G. Hazard, Enfield; Samuel H. Parsons, Middletown.

Railroads of the State of Vermont.

Tabular Statement, showing the Mileage of the Railroads in the State of Vermont.

		Charter.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Vermont and Massachusetts	1843	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50
Vermont Central	1843	53.00	63.00	63.00	119.00	119.00	119.00	119.00	119.00	119.00	119.00	119.00	119.00	119.00	119.00
Connecticut and Pass. Rivers	1845	39.87	60.74	60.74	60.74	60.74	60.74	60.74	60.74	60.74	60.74	60.74	90.00	90.00	90.00
Rutland and Burlington	1843		14.00	119.54	119.54	119.54	119.54	119.54	119.54	119.54	119.54	119.54	119.54	119.54	119.54
Vermont and Canada	1845			47.00	47.00	47.00	47.00	47.00	47.00	47.00	47.00	47.00	47.00	47.00	47.00
Vermont Valley	1848					28.70	28.70	28.70	28.70	28.70	28.70	28.70	28.79	28.70	28.70
Western Vermont	1845					41.00	54.00	54.00	54.00	59.50	59.50	59.50	59.50	59.50	59.70
Rutland and Washington	1847						44.73	44.73	44.73	44.73	44.73	44.73	44.73	44.73	44.73
Rutland and Whitehall	1831							8.39	8.39	8.39	8.39	8.39	8.39	8.39	8.39
Atlantic and St. Lawrence	1848							16.00	33.33	33.33	33.33	33.33	33.33	33.33	33.33
Southern	1848												8.00	8.00	8.00
Total Mileage		103.37	148.24	356.78	421.48	487.60	503.60	520.93	526.43	526.43	526.43	526.43	555.69	568.60	568.89

Railway in Buenos Ayres.

The *Commercial Times* states that it was reported, on good authority, that the projected line from Rosario to Cordova was to be at once carried into effect, and that the National Government will guarantee 9 per cent. and give every facility for its speedy construction. The same journal reports that the works of the San Fernando were progressing favorably. General Urquiza had subscribed 20,000 doubloons to the Cordova, a project for a north-western line from Rosario, the port of the Argentine Confederation, to the interior city of Cordova, a distance of 250 miles, and about one-third of the way toward the Chilian frontier.

Great Indian Peninsula R. W.

The Bombay *Gazette* announces the opening of a further portion of this line from Mohol to Sholapore. This section of 20 miles completes Mr. Bray's contract from Poona to Sholapore, a distance of 163 miles, and makes the entire length now opened by the company 315 miles. The cantonment of Sholapore is the station that was chosen by the company for a temporary terminus during the period pending the completion of the through line from Bombay to Madras; and we are glad to learn that active measures are now being adopted both by the Peninsula and Madras Companies for the speedy construction of the whole of that important through line. Their point of junction is to be on the Moodgool and Lingasagoor road. The extensive contract now just finished by Mr. Bray comprises the viaducts over the Rivers Beema and Seena, and many other large works. Looking to the railway proceedings in other parts of India, we can honestly congratulate the public upon the punctuality with which the company have hitherto kept their engagements, and it ought to be a matter of satisfaction to the shareholders if it be true, as we are told, that their estimates of cost have not been exceeded, for such an extensive enterprise in an untried country must be liable to more contingencies and unforseen sources of expenditure than in England where experience may serve as a guide in all departments of railway operation. The *Telegraph and Courier* states that the whole of the Bhore Ghaut works have been suspended for the season, owing to the ravages of cholera all along the incline. Several European overseers have been swept away, and the native workmen have perished by scores. This is the second visitation of this fell disease, and must prove exceedingly disheartening to the managing engineers, Messrs. Adamson and Clowser, who fully expected to make up, before the rains, the ground which had been lost in December last. They have, however, spared no pains to drive the pestilence from their works: the huts of the workmen were at once pulled down and destroyed, medical comforts were provided, and every care taken both to alleviate suffering and to guard against the direful attacks of the disease. Thanks to their exertions, the virulence of the epidemic has, in a great measure, subsided; but all the great works are stopped, and will be so now, except in the tunnels, until after the monsoon. It is to be hoped that the next fair season will be more propitious, and that the ground which has been lost by unforseen calamities will be fully made up when the works recommence in October next.—*London Railway Times.*

☞ The Charleston *Mercury* of September 13th says: We noticed yesterday at the Northeastern Railroad wharf, two large freight engines, from the celebrated machinery shops of Messrs. M. W. BALLWIN & Co., of Philadelphia. These engines are intended for the upper division of the Georgia Railroad. We also noticed a third freight locomotive from the workshops of Messrs. RICHARD NORRIS & SON, also of Philadelphia. This engine is named the *Atlanta*, and is for the Atlanta and West Point Railroad.

Brooklyn City Railroad Suits.

Among the decisions of the General Term recently made at Newburg, is one in the matter of the suit brought by the Brooklyn City Railroad Company, in relation to the dispute about the use of the Furman street railroad track by the Central Railroad Company. The Court dissolved the injunction of the Central Company, restraining the City Company from interfering with their use of the track, and granted the City Company an injunction restraining the Central Company from using the Furman street track, or doing anything to prevent the City Company from enjoying the free and exclusive use of the track, provided the City Company file a bond in the sum of $20,000 in the County Clerk's office of Kings County, conditioned to indemnify the Central Company for

any damage it may sustain by such injunction, if the Court shall finally decide that the City Company is not entitled thereto.

Journal of Mercantile Law.

TELEGRAPH COMPANIES: LIABILITY OF FOR MISTAKES IN TRANSMITTING MESSAGES.

A very interesting case, involving the liability of telegraph companies for mistakes in sending messages from point to point, recently came before the Supreme Court of Pennsylvania. It was brought by one Andrew Dryburg against the New York and Washington Printing Telegraph Company, for carelessly and erroneously transmitting to him a message from Robert Le Roy in New York.

On the 26th November, 1855, Robert Le Roy went to the office of the defendants in New York and left with their clerk the following message to be sent to the plaintiff who was a florist in Philadelphia:

NEW YORK, 26th November, 1855.
To A. DRYBURG, S. W. cor. 19th and Race st.
Send me for Wednesday evening two hand boquets, very handsome, one of five, and one of ten dollars.

ROBERT LE ROY,
8 West 22d st.

In the message, as received in Philadelphia, the words "two hand boquets" read "two hundred boquets," and was so delivered to plaintiff. On the same day Mr. Dryburg inquired of Mr. Le Roy by telegraph: "Are the two hundred boquets intended for pyramids? Are the five and ten dollar for the table or hand?" To this he received the following reply on the same evening: "I wrote simply two hand bouquets and not two hundred. I want two bouquets for the hand, one at five, and the other at ten dollars."

The original message was received from Mr. Le Roy by the company for transmission upon the following terms and conditions. "To provide against mistakes, in the transmission of messages, every message of consequence ought to be repeated by being sent back to the office at which it is to be received, to the office from which it is originally sent. Double the usual price for transmission will be charged, when a message is so repeated and a report made by special messenger to the party sending the same whether it be received by the party to whom it was sent and if not, why not, or fifty per cent. in addition to the usual rates will be charged, for either repeating or reporting only. The company will not be liable for any loss or damage that may ensue by reason of any delay or mistakes in the transmission or delivery, or from non-delivery, of unrepeated messages, but only engage to use reasonable efforts to secure the services of complete and reliable employees, so as to have their business transacted in good faith. Nor will the company be responsible for mistakes in the transmission nor delay in the transmission or delivery nor for non-transmission or non-delivery of any repeated message, to any extent beyond ten dollars unless it be insured." Neither of the messages was required to be repeated or insured or paid for as such. The plaintiff between the time of the receipt of the first and second messages from Le Roy cut and procured a quantity of expensive flowers for the purpose of making bouquets, and brought this action for the damages alleged to have been thereby sustained. The defendants alleged that the word "hand" was written "hund" in the original message, and proved that the person was a skilful operator. The jury found a verdict for the plaintiff for $100; and the defendants appealed. The following is the opinion of the Supreme Court.

WOODWARD, J.—The Telegraph Company did not send Le Roy's message as he wrote it. If written as the company's agent read it, the word "hand" was written "hund," and if the company had sent the word "hund" to Dryburg, they would have been in no fault. Their agent, however, assumed that hundred was meant, and accordingly added the three letters *r*, *e*, *d*, which did all the mischief. We do not understand that there was any data after the letters "hund" to indicate contraction; so that the inference that hundred was meant, was entirely gratuitous. The wrong, then, of which the plaintiff complains consisted in sending him a different message from that which they had contracted with Le Roy to send. That it was wrong, is as certain as it was their duty to transmit the message for which they were paid. Though telegraph companies are not, like carriers, insurers for the safe delivery of what is entrusted to them, their obligations, as far as they reach spring from the same sources, the pulsive nature of their employment, and the contract under which their particular duty is assumed. One of the plainest of their obligations is to transmit the very message prescribed. To follow copy, an imperative law of the printing office, is equally applicable to the telegraph office. But when they violate this duty, whether negligently or wilfully; are they responsible to the party to whom the erroneous message is addressed? That is the exact question upon this record. That the defendants would be responsible to Le Roy, and that he would be responsible over to Dryburg, are not contested, though, perhaps, not conceded points; but that the company are liable to Dryburg is resisted on several grounds. In the first place, it is said, that the case belongs to that class of torts in which malice is the gist of action. This is a mistake. No malicious intent is alleged nor was it necessary that one should be alleged or proved. It is settled upon abundant authority that incorporate companies may be sued in their corporate character for damages arising from neglect of duty or for trover. And a corporation is liable in part for the tortious zeal, if the act be done in the ordinary service. Apart, however, from corporation law, it is said, in the next place, that upon general principles of agency the company can be held answerable to Le Roy only. That the relation of principle and agent existed between him and the company, there can be no doubt; but I do not think it equally clear that that relation was not established between Dryburg and the company. Telegraph companies are in some sort public institutions—open alike to all; and are largely used in conducting the commerce of the country. The Banks decline to act upon their authority; and, doubtless, individuals may also decline; but when a man receives a message at the hands of an agent of such a company, and does not act upon it, especially if as Dryburg did he use the same medium for responding to the message, it seems reasonable that for all purposes of liability, the telegraph company shall be considered as much the agent of him who receives as of him who sends the message. In point of fact, the fee is often paid on delivery and I am inclined to think, the company ought to be regarded as the common agent of the parties at either end of the wire. But however this may be, regarding the company as alone the agent of the sender of the message, it is to be doubted, that an agent is liable for misfeasance even to third parties. For non-feasance, I agree, the agent is responsible only to his employer because there is no privity of consideration betwixt the agent and the third party. The remedy in such cases must be sought in the maxim *respondeat superiori*; but even to this rule there is an exception in the instance of masters of ships, who although they are the agents or servants of the owners, are also, in many respects deemed to be responsible as principals to third persons not only for their own negligences and non-feasances, but for those of subordinate offices and others employed under them. The general rule, however, is laid down by Lord Holt in Lane *vs.* Sir Robert Colton. "A servant or deputy, as such, cannot be charged for neglect, but the principal only shall be charged for it; but for a misfeasance, an action will lie against a servant or deputy; but not as a deputy or servant, but as a wrong-doer. The cases of Camp *vs.* the Western Union Telegraph Company does not affect this principle as we apply it here, for the action was by the sender of the message, and it appeared that the message was sent subject to the express condition, that the defendant would not be liable for mistakes arising from any cause, unless the message was repeated by being sent back. This company had such a rule also; but they charge fifty per cent. advance upon the usual price of transmission, where the sender demands that the message be repeated back to the first operator and Le Roy did not pay it. If it be granted that in consequence of his not purchasing this security against mistakes he could not hold the company liable, it does not follow that Dryburg cannot. He did not know whether the message had been repeated back to Le Roy or not. He received it as the company delivered it to him, and it is very material to observe that the mistake was not due to what has been called the infirmations of telegraph, but to the improper liberties which the operator took with the text before him. The magic power which presides over the wires performed its duty faithfully, and bore the very message it was bidden to bear, but the human agent sent a different message from that which he was commanded to send. This is the misfeasance the plaintiff complains of. The company claimed that their operator was a skilful and careful one. Then his negligence in this instance was the more apparent and inexcusable. If the handwriting was so bad that he could not read it correctly, he should not have undertaken to transmit it; but the business of transmission assumed, it was very plainly his duty to send what was written. It was no affair of his that the message would have been insensible. Messages are often sent along the wires that are unintelligible to the operator. When he presumed to translate handwriting and to add letters which confessedly were not in it, he made the company responsible to Dryburg for the damages resulting from his wrong-doing. I do not conceive it necessary to go further in the discussion of the case. There are several errors assigned to which we have not specifically alluded,

but we see nothing in them to require a reversal of the judgment.

Richmond Manufactures.

We give herewith, from a local paper, the following sketch of one of the most extensive manufacturing establishments in the United States—the TREDEGAR IRON WORKS of *Richmond, Virginia*, conducted by J. R. ANDERSON & Co., a well known firm of that city. It is engaged in the manufacture of iron in almost every form in which it is used in the construction and repair of railroads. We are happy to insert the article as evidence of the progress southward, of one of our most important branches of domestic industry upon the proper cultivation and development of which real independence is based.

At the present day, when our whole country is in a state of political excitement, and disunion has almost become a by-word, it would seem to be the dictate of prudence, as well as patriotism, to direct the public mind to the encouragement of our own industrial pursuits, and disabuse it of the erroneous and fatal assumption, that the South is helpless, and, of necessity, must depend upon the North for most of its requirements in the mechanic arts.

So far as our iron manufactures are concerned, we are proud to say, that we occupy a ground which renders us independent of all foreign or hostile competition; and it will be a source of gratification to every one who feels an interest in the prosperity of our city, and the rapid development of our industrial resources, to know that here, in our midst, we can boast of an establishment of which not only Virginia, but the whole South, should be justly proud—we mean the

TREDEGAR IRON WORKS,

Conducted by Messrs. J. R. ANDERSON & Co.; and we propose, in this article, to give a running sketch of what a visit to these extensive works exhibits.

A pleasant walk on the canal bank, to the Armory grounds, brings us to the first

ROLLING MILL.

Here we find furnaces for melting and converting pig iron, and ponderous machinery for rolling it into the various forms of merchant and railroad bars, railroad axles, bridge bolts and railroad chairs; enormous machines that punch an inch hole through an inch bar; lathes for turning axles; screw-cutters, for cutting nuts and bridge bolts and machines for making every kind of railroad chair.

Our attention was particularly directed to the ingenious machinery, recently invented by one of their operatives, a most skilful workman, for rolling and straightening the continuous lip-chair and the new rail-splice, forming a continuous rail, and successfully introduced in the Island of Cuba. The principle on which this splice is made, is entirely new, as the depth required in the groove to receive the web of the rail, could not be attained by any mode of rolling hitherto adopted.

A few yards farther on we come to the second ROLLING MILL, where all the various denominations of large and small iron are made. Here the rods for making *spikes* are rolled; and attached to this mill is the new and extensive

SPIKE FACTORY,

Eighty-one feet long, by fifty wide, and four stories high, where the rods are fashioned into spikes of every form and size. A visit to this department would alone repay the curious for his trouble. You see here three gigantic machines turning out railroad spikes at the rate of one per second each, and from twenty to twenty-five tons per day; these falling into the basement story are carefully inspected, packed up in kegs, neatly marked and stored away ready for shipment.

In another part of this building is the

COOPER SHOP,

Worked entirely by negro boys, under the supervision of an experienced foreman, and on another floor are various machines for cutting *Nuts* and *Bridge Bolts*.

Passing through the south gate of the Rolling Mill, you come to the

FOUNDRY BUILDINGS.

The capacity of this department has been much increased within the last year. The first building is for very heavy work, and they are at this time casting heavy *Navy Guns*, and *Water Pipes*, two feet in diameter, for the city.

The next buildings are for general castings, such as railroad, bridge and engine work, and the third is exclusively for railroad

CAR WHEELS,

Of which, they manufacture both single and double plate. Near the Iron Foundry is the

BRASS FOUNDRY,

Where all the castings for Locomotives and other engines are made.

Leaving the Foundry we come next to the

FIRST MACHINE SHOP.

Here we find a new and powerful Hydraulic Press, for forcing the car wheel on to the axle, with an indicator to show the exact power required to effect it. Near it turns a horizontal, self-adjusting boring mill, for boring out the eye of the wheel. On the other side lathes, for turning axles, and one 50 feet long for turning long and heavy shafting and wheels. Lower down in this shop you come to the

GUN MILL,

for boring cannon, and the powerful lathes and planers for turning and finishing them off. The reputation of the guns made here is unrivalled by that of any made in this country or Europe, as the records and certificates in the Tredegar Office will show.

LOCOMOTIVE SHOP.

This building is three stories high, 150 feet long and 45 feet wide, and has attached to it a setting up shop, 140 by 60 feet, and a carpenter's shop for the wood work of cars, saw mills, &c.

In this shop all the nicer and more delicate work for locomotive, marine, stationary, portable and hoisting engines, saw-mills, sugar-mills, &c., is executed. Several highly finished locomotives are now being constructed, and will shortly be running on our Southern roads; a splendid engine and saw-mill, with two saws, one working above the other, is now being boxed up, ready for shipment to Cuba—with which Island, we understand, the proprietors have already inaugurated an extensive and profitable trade. In this department many new and improved tools have been recently introduced, and many more of entirely different character will in a short time be erected, for executing the large and important contract made with the State for putting

THE ARMORY

in condition, to turn out 5,000 rifled muskets per annum.

In front, and on the line of the river, stands the

BOILER SHOP,

one hundred and sixty feet long. A lively scene awaits the visiter here; but unless his ears are proof against the most stunning and distracting sounds, he had better keep clear of it.

In this shop the enormous boilers of the United States frigates Roanoke and Colorado were built.

Adjoining the Boiler Shop, and on the same line we find the

BLACKSMITH SHOP.

This building is 180 feet long, and is furnished with twenty-five fires, a large *Nesmith steam hammer*, besides smaller tilt-hammers. The greater part of this shop has been appropriated for a year or more past to the forging of car and truck work for Southern roads—for which articles the proprietors have received the most liberal encouragement. Adjoining this building, there is now in the process of erection a

CAST STEEL FOUNDRY,

with trip hammers and machinery for manufacturing the various kinds of steel, under the superintendence of a Southerner who has been many years engaged in the business. It opens a new and interesting field to Southern enterprise.

We have thus, in as concise a way as our limits and information would allow, given a hurried and imperfect description of these truly magnificent works. There are thousands in our own vicincity who have no idea that such an establishment as the Tredegar Works exists, and who would be amazed at viewing the multifarious and varied operations carried on there; for we believe there is no establishment within the broad limits of the United States where such a variety of work is executed. To the enterprising and energetic proprietors the State and the whole South owe a debt of gratitude, which we cannot doubt they will amply repay by a liberal patronage, and thus keep at home the money which they have heretofore so freely lavished upon Northern establishments hostile to our institutions, and whose unceasing efforts have for years past been directed to break down every attempt to introduce the mechanic arts in the South. That the work turned out from the Tredegar shops will compare favorably with that from the best Northern establishments, there is abundant evidence to show. Why should it be otherwise, when the best skill in the country is at their command to insure its quality, and their machiney is operated by the cheapest of all powers, water, from our never-failing canal?

Houston, Sabine and New Iberia Road.

The *Press* published at Lake Charles, Calcasieu parish in its issue of the 7th ult., says:

Mr. Lawton, engineer of the Houston, Sabine and New Iberia Railroad, was among us a few days with a view of ascertaining the most practicable point to cross the Calcasieu river. After reconnoitering some time, the least depth of water was 28 feet, and that is where the river and lake blend together. Mr. Lawton is of opinion at present that this point will be one selected for the railroad line. If this should prove correct, the road will pass immediately in our village, and be a source of great benefit to this remote corner of the State."

Peoria and Oquaka Railroad.

This company has been re-organized financially by the election of Charles L. Frost, Esq., of this City, as President, with a substantial Board of Directors with whom he consents to act and to give his personal attention in Illinois to the interests of property. The new board of City Directors consists of Charles L. Frost, President, of Frost and Forrest; Francis Skiddy, of F. Skiddy & Co.; R. M. Hennings, of Woodruff & Co.; John M. Furman, of Furman & Co.; Adolph Rusch, of F. & A. Rusch; Courtlandt Palmer.

Double Track on the New York Central.

The Rochester *Union* says that another section of double track has been completed recently on the Rochester and Buffalo Division of the New York Central Railroad. There is now double track from West Bergen to Buffalo—forty-eight miles, leaving a section from Rochester to West Bergen of twenty-one miles of single track.

On the Rochester and Syracuse Division (direct road) there is double track from Syracuse to Jordan—seventeen miles, and from Rochester to Palmyra, twenty-three miles, leaving forty-one miles of single track from Palmyra to Jordan. Between Syracuse and Buffalo there are eighty-eight miles of double track and sixty-two miles of single track.

Brunswick Branch of the North Missour Railroad.

The financial condition of the above road would seem to be in a most flourishing condition, and with the small amount of stock for which the books of the Company are now opened in this city, will put the completion of the road beyond all question by the last of April next. The cars will be running twenty-two miles on the road this winter—the distance to Brunswick being only forty miles, from which place the people above on the line of the Missouri Valley Road have already made and are making preparations to extend the road to St Joseph, or some point on the western boundary of the State.

From the statements of the President of the road, and others, members of his Board, stock in this road must pay handsomely. The whole road complete under the contract price will cost something less than $540,000; and when completed will be owned by stockholders representing about $210,000, upon the plan upon which the road is being built which may be explained as follows, to-wit: By virtue of a written contract with the North Missouri Railroad Company the Brunswick Branch Road will receive for five years one-half of the gross earnings upon the whole line of the road from Brunswick to St. Louis, on all freight and passengers to and from St. Louis, whether the same be thrown on the North Missouri Road from any point on the Brunswick Branch, or be destined to any point on the branch road. North Missouri Road furnishing rolling stock. The whole cost of the grading, bridging, and laying the track will amount to about $365,000. To raise this amount the road has of private subscriptions, $150,000; donation in land by Clinton county, $105,000; subscriptions asked for in St. Louis, $60,000; estimated value of town sites, $50,000. Take from the amount of available means, as above, and town sites, the amount of Chariton county donation, $155,000, and you will leave amount of stock owned in the whole road of forty miles in length, $210,000.

The iron is already arranged for, or nearly so, on first mortage bonds on the road, bearing seven per cent., which can be paid off with ease with the earnings arising from the contract with the North Missouri Road, and thus leaving the road owned by a few individuals, to whom large dividends will inevitably be paid. The iron bonds will run ten years, and before the contract with the North Missouri Road shall have expired, it is estimated that the road will have earned enough over and above her debts to buy her own rolling stock.—*St. Louis Repub., Sept.* 12.

Population of New Hampshire.

The Census of this state is completed.—The present population is 326,175; that of 1850, 317,964; making a gain of 8,211. The present population is distributed in the several counties as follows:

Rockingham	50,110	Hillsborough	62,239
Strafford	30,416	Cheshire	27,443
Belknap	18,551	Sullivan	19,089
Carroll	20,476	Crafton	43,273
Merrimack	41,460	Coos	13,169
Total			326,175

Louisville and Nashville Railroad.

Gov. Jno. L. Helm publishes a card in the Louisville papers in which he expresses his willingness to accept the Presidency of the Louisville and Nashville R. R. Co., if tendered to him. He says:

"Feeling the force of the obligations I am under to those who confided in my statements as to the future of this great enterprise, when engaged in its construction, I cannot withhold my consent to enter once more into the service of the Company, if desired by the stockholders."

Chicago and North-Western Railroad.

The grading of the extension of the Chicago and North-western Road, from Oshkosh to Appleton, has been put under contract, at a cost of about $1,400 per mile, payable in the town bonds of Appleton, Neenah, and Menasha, taken in exchange for stock at par. The entire cost of the extension will not exceed $10,000 per mile, and the whole cost per mile of the Chicago and North-western Road, represented in bonds and stock, will be reduced to about $40,000 per mile. The road will be completed to Appleton in December.

Puddling Furnaces Improved.

Mr. Frederick Levick, Coalbrook Vale Ironworks, provisionally specified an invention which consists in so constructing puddling and other reverbatory furnaces that in addition to ordinary fuel employed they may be fitted to receive and burn a mixture of hydrogen and carbonic oxide, produced by passing steam over ignited coke, the waste heat of the furnace being employed to superheat the steam, and heat the coke from which the said gaseous mixture is produced, as well as to heat an ordinary steam-boiler for the supply of steam to a steam-engine. Referring to a balling furnace, he constructs a reverbatory furnace, having a gas-generating apparatus connected therewith, similar to the gas reverbatory furnaces used in Germany and elsewhere. Near the bridge of the furnace, and where the coal gas and air blast meet, or at any other convenient place in the furnace, he delivers a current of the gaseous mixture of hydrogen and carbonic oxide. The flame and products of combustion, after passing over the bed of the furnace, and performing its work in puddling and balling, is made to heat a retort or vessel containing coke, and also a tube through which steam is made to pass from a steam boiler into the same retort. The superheated steam passing over the ignited coke produces a mixture of hydrogen and carbonic oxide, which is conducted from the retort underneath the bed of the furnace, and delivered into the furnace at or near the bridge. The gaseous mixture, in its passage from the retort to the furnace, may pass through a purifier. The waste heat of the furnace may be further employed to heat a steam-boiler, by being made to circulate through or about a vertical or other suitably-shaped boiler. Instead of a gas reverbatory furnace, he sometimes carries his invention into effect in connection with a reverbatory furnace having a fire-grate, and burning solid fuel; and where it is not required to generate steam for a steam-engine, the waste heat of the furnace is only employed for heating the retort, and superheating the retort to be decomposed. Although he prefers to employ his invention as described, yet instead of introducing a mixture of hydrogen and carbonic oxide at the bridge of the furnace, pure hydrogen may be obtained and introduced by charging the retort with fragments of iron instead of coke; and his invention may be employed generally in all cases where it is wished to introduce gas, or mixtures of gasses into reverbatory furnaces at or near the bridges of the said furnaces. The invention is particularly applicable to furnaces used in the manufacture and working of iron, but it is also applicable to reverbatory furnaces used for various other puposes.—*London Mining Jour., Aug.* 18.

Tunneling in Chicago.

We learn that the Pittsburg, Fort Wayne and Chicago, and Chicago and North-western Railroads have revoked their determination of laying down tracks to the new Union depot over the bridge-streets, and concluded to build tunnels in accordance with their plan first contemplated. This is gratifying intelligence to the residents of the West Division, and the action of these roads which seemed likely to provoke a bitter hostility, will now receive the hearty friendship and co-operation of West Siders.

Workmen have already commenced excavating for the tunnel under West Lake Street, and we are told the work will be pushed forward as rapidly as possible.—*Western R. R. Advocate, Sept.* 22.

Railways of France.

According to an article in the *Journal des Chemins de Fer*, the total length of the network of French railways was, on the first of July last, 16,539 kilometres (⅝ of a mile each,) of which 7,880 kilometres were old, and 8,659 new. Of this length, 9,217 kilometres are at work; 5,563 in course of construction, or shortly to be so; and 1,647 only eventually conceded. The sum expended and to be expended amounts to 5,781 millions, of which 3,589,500,000 francs had been employed up to the 31st of December, 1859.

The Mississippi and Tennessee Railroad.

We learn from Niles Merriweather, Chief Engineer on our railroad, that the track will be ready for the cars to the next station below Oakland by the middle of next month. He says the entire road to Granada will be finished by the first of March next. The bridge now being built by the company at Granada will be the best structure of the kind in the State. It is six hundred feet long, built of iron, resting upon stone piers—the stone being brought from North Alabama. The embankment across the bottom is twenty-five feet high and without any tressel work in it.

This road connects Memphis direct with the New Orleans and Great Northern Railroad, and is expected to restore to Memphis the position lost by the construction of the Mobile and Ohio Road, via Grand Junction.—*Panola Star.*

Oil Creek Railroad Company.

The Stockholders organized this company on the 10th ult., and elected T. Struthers President, Orris Hall, Boon Mead, Lewis Arnett, C. B. Curtis, C. B. Wright, Wm. A. Galbraith, Samuel A. Black, S. Olney, Jr., James H. Eddy, C. C. Wetmore, Myron Waters and L. D. Wetmore, directors. The directors appointed John F. McPherson, Secretary and Treasurer.

This is a road much needed and we are glad to see that its management has fallen into the hands of gentlemen so energetic and enterprising. It augurs well for its speedy construction. It will not only be of vast importance to the old producers and lumbermen in those parts who will have their articles carried for half the price it now costs them, but we have no doubt it will be remunerative to the stockholders who shall build it. It is computed that there are now about 400 barrels of oil per day which would pass over it, if constructed, and the probabilities are that the quantity will be doubled or trebled before it can possibly be completed. There will in addition be large amounts of lumber, merchandise stock

and agricultural products to pass over it. The distance between Garland and Titusville, or the length of the road; is said to be about 18 miles, the grade very light and the route favorable to cheap construction. The engineers we understand, will commence the survey next week.—*Warren Mail.*

Grand Rapids and Indiana Railroad.

We have it from good authority that President Lomax has just completed a contract for the iron necessary to lay the track of the Grand Rapids and Indiana Railroad the first 20 miles north of Grand Rapids; and the contracts have been made for the construction of all the road, north and south of this place. These contracts have been made in New York, and we understand are so made as to secure prompt and early fulfillment of them.—*Kalamazoo Telegraph.*

Southern Railroad.

The cars on this road will run to Newton Station, 110 miles from Vicksburg, by the 30th inst., and will be prepared to commence regular business through to Meredian on or about the 1st of November. This will add largely to the business and prosperity of Vicksburg. We learn that East Mississippi begins to count the advantages of getting supplies from that city.—*N. O. Picayune, Sept.* 15.

Suspension Bridge in Kentucky

On the Lexington and Danville Railroad, in Kentucky Mr. J. A. Rœbling is engaged in constructing a suspension bridge, which will form a span of 1,224 feet, from centre to centre, of towers over a chasm 300 feet deep.h

Blue Ridge Railroad.—The Cincinnati Connection.

We learn from the Knoxville *Whig* that Judge Frost, the President of the Blue Ridge Railroad Co., accompanied by Maj. Gwynn the Chief Engineer, recently visited Knoxville and while there, made a verbal report of the progress and condition of the work. The *Whig* says:

The report of the President was most cheering, under all the circumstances, and presented a much more favorable state of things than we were prepared for. Of the $7,000,000 the road is estimated to cost, about $4,000,000 have been expended, so that the work is more than half done. The half of the 196 miles are not complete, but the heaviest work on the road has been under contract, and pressed forward. He assured us that whatever suspicions might exist as to the purposes of the company diverging towards Ducktown and Chattanooga, they had no other purpose, and had never entertained any other, than to complete the main road to Knoxville as soon as it was practicable to do so. True, he said, they desired all the branches and feeders to the main trunk that could be built, and especially was it the wish of the company, as well as their interest, to connect with the Chattanooga and Georgia road, by way of Ducktown. But he repeated that, in good faith, the company would complete the main trunk to Knoxville as soon as circumstances would allow of it. He was agreeably disappointed, and much encouraged, upon his arrival here, to find that the Knoxville and Kentucky Railroad Company had thirty miles of their road under way, and would shortly have the cars running upon a portion of that. He had been out on a portion of that road, and could make an encouraging report to the people of South Carolina, upon his own personal knowledge. He could assure them that before they were through to Knoxville, the prospects were that Knoxville would be through to Kentucky.

He entertained not a single doubt that the South Carolina Legislature would now make them such appropriations as would enable them to progress with the work.

At the close of the Judge's speech, the following resolution was adopted:

Resolved, That our thanks are due, and are hereby tendered to Judge Frost, for his clear and manly exposition of the present condition and future prospects of the Blue Ridge Railroad; and that under his management and direction, we have entire confidence in the completion of the road to Knoxville at the earliest day practicable.

The Hoboken and Newark Railroad.

The contract for the construction of this road, for the grading and other work between Hoboken and the Passaic river, has been awarded to Messrs. Cole, Andrews, and Osgood & Sergeant, the work to be completed and ready for the cars in four months. The railroad bridge over the Hackensack river has already been completed, with the exception of the draw-bridge.

Cedar Falls and Minnesota Railroad.

It is understood that Edgerton & Co. of Boston are to commence grading on the Cedar Falls and Minnesota Railroad immediately. The St. Charles (Floyd County) *Intelligencer* says that the forty thousand dollars of Mitchel County bonds, and the sixty thousand dollars of Floyd County bonds, are to be expended in grading the road in their respective counties the coming fall and winter; and such other means as the company have will be expended at the lower end of the route from Ceder Falls northward.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending September 15, 1860, was.....$66,943 83
Corresponding week last year..... 51,396 06

Increase.....$15,547 77
Total traffic from July 1, 1860, to date..$642,568 42
Corresponding period, 1859..... 472,650 74

Increase.....$169,917 68

The following are the earnings of the Great Western Railway of Canada for the week ending September 21, 1860:

Passengers.....$56,762 33
Freight and live stock..... 28,548 72
Mails and sundries..... 1,346 40

Total.....$86,257 45
Corresponding week of last year..... 43,425 13

Increase.....$42,832 32

The earnings of the Hudson River Railroad in September, 1860, were.....$180,000 00
September, 1859..... 156,972 80

Increase.....$23,027 34

The earnings in September, 1858, were $140,871 92.

The receipts of the Chicago and North-western Railroad in September, 1860, were.....$81,200
September, 1859..... 51,319

Increase.....$29,881

The earnings of the Chicago and Rock Island Railroad for September, 1860, were.....$130,580
September, 1859..... 114,788

Increase.....$17,792

The gross earnings for the six months ending October 1, were.....$641,738
Expenses, partly estimated.....$350,000
Bureau Valley rent..... 62,500
Interest..... 49,000

$461,500

Net increase.....$130,238

Equal to about 3¼ per cent. The board have however decided that it is inexpedient to declare any dividend at present. The aggregate gross earnings for the year ending 1st July were about $1,100,000, and expenses about $625,000. Interest, rent, &c., reduce the net earnings to about $220,000.

The earnings of the Cleveland and Toledo Railroad in September, 1860, were.....$84,075
September, 1859..... 73,000

Increase.....$11,075

The earnings of the Galena and Chicago Railroad in September, 1860, were.....$221,617
September, 1859..... 208,803

Increase.....$12,814

The earnings of the Milwaukee and Mississippi Railroad in September, 1860, were.....$108,000
September, 1859..... 104,000

Increase.....$4,000

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to corning) for the month of September, 1860, compared with the same month of last year:

	1859.	1860.
Freight	$34,441 96	$50,343 83
Passengers	15,417 58	15,557 89
Other sources	1,686 86	1,726 46
Total	$51,546 40	$67,628 18

The Michigan Southern Railroad earned in September 1860.....$236,000
September, 1859..... 181,000

Increase.....$55,000

The earnings of the Cincinnati, Wilmington and Zanesville Railroad in—

August were.....$18 759 38
Expenses..... 14,107 33

Net earnings.....$4,652 05
Cash in hand August 1.....$10,936 30
Received during August..... 17,342 29

Total.....$28,278 59

The earnings of the Great Western Railroad Company, Ill., for July 1860 were.....$40,526 39
Earnings for August 1860..... 48,195 23

The Sandusky, Mansfield and Newark Railroad earnings for July, 1860, were.....$17,393 18
Earnings for August 1860..... 18,747 26

The collections in the Land Office of the Illinois Central Railroad Company for the month of September were:

September, 1860.....$80,600
September, 1859..... 55,413

Gain in 1860.....$25,182

The sales of Land for the month of September were:

September, 1860.....$138,600
September, 1859..... 37,836

Gain in 1860.....$100,764

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending October 1 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	87½
Covington and Lexington, 1st Mortgage	6s	75
" " " 1st "	7s	85
" " " 2d "	7s	75
Indianapolis and Cincinnati, 1st Mortgage	7s	85
" " " 2d "	7s	82
Cinc, Ham. and Dayton, 1st Mortgage	7s	98-100
" " " 2d "	7s	88
Ohio & Miss., Construction	7s	20
Indiana Central, 2d Mortgage	10s	87
Dayton and Michigan, Endorsed Mort. 81	7s	75

STOCKS.	
Cincinnati, Hamilton & Dayton	77
Little Miami	88 —89
Columbus and Xenia	87½—88
Indianapolis & Cincinnati	49
Ohio and Miss.	1½
" " " Trustees Scrip	12½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	30,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	....	....	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	140
31 Dec. '58	74.0	—	....	—	11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	—	7	15	178	Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	....	....	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	....	....	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	—	5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	50.0	7.0	....	—	....	....	.....	Norwich and Worcester	2,246,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	41
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	—	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
.. .. 59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Apr. '58	—	—	—	45.1	—	—	—	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	110
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	....	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	....	89
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	....	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	74
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326 5	808,231	1,547,561	620,328	4	76½
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	85
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	420,408	227,584	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	....	....	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	....	....	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	862,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	6,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,862	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	80,384	99 ,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*	—	145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,189	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	—	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	...	...	.....	Penobscot	308,213	.....	—	180,000	142,678	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	81
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	224
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope rat. by	Housat.	42,000	7	.....	
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	.....	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	106
30 Nov. '59	74.3	8.8	51.3	—	30	43	569	Boston and Maine	3,846,683	378,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,476	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,612	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	.....	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	.....	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	87
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,905	—	88
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416	.....	299,107	280,261	197,428	776,796	ope rat. by	Eastern	11,663	.....	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	.....	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	113
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	.....	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	99½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	.....	.....	298,951	303,014	57,065	653,030	ope r. by N.	H. & N'h	28,791	.....	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	.....	200,000	100,000	.....	363,158	ope r. by B.	and L'll	12,550	6	—	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	.....	600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	.....	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	.....	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,057	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....	.....	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	.....	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,756	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	.....	450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	.....	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	.....	243,305	226,900	316	470,521	ope r. by B.	and L'll	17,500	.....	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	.....	259,685	153,290	2,821	513,112	11.5	26,926	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	.....	.....	448,700	.....	.....	451,000	ope r. by Housatonic.		31,490	7	—	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	478,048	.....	.....	385,206	219,000	9,854	614,060	ope r. by T.	and B.	5,333	.....	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	.....	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	184
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	.....	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	116½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	.....	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,329,155	4,707,500	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	.....	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	.....	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	69
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,592	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	22½
-- --	--	—	.....	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- --	'59	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*	—	1,641,947	1,346,863	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- --	--	—	.....	—	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,350,657	8,203,000	754,837	12,288,494	182.0	.....	676,316	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope r. by	Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,729	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,092,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	364,532	459,659	128,366	8	57
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope r. by	Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	.....	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	.....	Eastern	525,205	.....	—	.....	.....	.....	525,205	ope r. by	Eastern	Mass.	.....	—	90
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	*	—	863,400	33,800	108,259	1,005,459	ope r. by	Con	cord.	88,677	8	104½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	34,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	55
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,893	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	133
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122½
1 Mar. '60	—	—	—	2.9	...	...	.....	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	131
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope r. by N.	Y. & E.		53,400	8	.....
30 Sep. '59	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope r. by N.	Y. & E.		24,440	—	.....
30 Nov. '59	18.7	—	.....	—	...	...	.....	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	63½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	13½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	8,945,128	6,200,848	2,791,419	7	90½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	40½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	22
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	36.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	76.4	—	2.0	—	6	4	33	Pottedam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	13.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
.. .. '58	95.2	2.0	.....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
.. .. '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
.. .. '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
.. .. '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	75
.. .. '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	459	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	99
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,508	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	15½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	46½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,282	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
.. .. '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	90
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,967	312,441	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
.. .. '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	66
31 Aug. '59	68.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	91
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,898	6	25
30 Nov. '59	28.6	5.0	13.5	—	9	—	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & R.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	360.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	52
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	47
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	92.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,780	*	78,962	5,600,000	2,498,425	370,078	8,468,513	—	11 mos.	1,086,168	437,499	6	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sideings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	89½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.8	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,004	7½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e9,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,696	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,006	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- -- '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860.000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- -- '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	73
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	84
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844.200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,720	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	60
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	169,456	82,182	—	.....
-- -- '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	23.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,942	—	13
-- -- '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- -- '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- -- '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- -- '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
-- -- '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- -- '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- -- '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- -- '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.0	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	—	—	—	—	29.9	.....	.....	.....	—	—
-- -- '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	—
								NOVA SCOTIA.													
-- -- '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
31 Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	3,427,000	—	8,099,000	48.7	.....	1,925,444	1,900,160	15	195

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	62½
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon)	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1855	89½
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60)				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	70
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Hil. Tr. 1st Mort.	400,000	7	1864	----
Cent. H. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				----
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	40
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	80
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	----
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	94
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	96½
Construction	4,115,000	6	1875	96½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	6	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	23
2d Land Grant (Western Div.)	353,600	†	------	23
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	84½
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	99
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	103
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	84
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	79
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80
2d Mortgage	2,175,000	†	1877	46
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	66
1st Mortgage (convertible)	526,000	8†	1862	66
1st Mortgage (convertible)	650,000	8†	1863	66
1st Mortgage (convertible)	1,250,000	8†	1877	66
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	-------	---	------	----
----------	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	99
Premium Consolidated Stock	8,000,000	6	1883	99
Real Estate	221,000	6	1883	99
New Convertible	3,000,000	7	1864	104
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1859	99
3d Mortgage (convertible)	6,000,000	7	1871	97
4th Mortgage (convertible)	3,729,000	7	1880	87
5th Mortgage	1,277,000	7	1883	80
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
----------	-------	†	------	----
Peru and Indianapolis:				
----------	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	101½
Mortgage	1,572,800	6	1860	101½
Mortgage (convertible)	886,000	6	1860	101½
Mortgage (convertible)	134,000	6	1860	101½
Mortgage	3,209,600	6	1870	87
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	616,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.				
---- ----	----	---	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	81
2d Mortgage (convertible)	2,000,000	7†	'68-'70	58
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----	---	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ----	----	---	----	----
---- ----	----	---	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	598,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Oct. 3, 1860.

	Th. 27.	F. 28.	Sat. 29.	M. 1.	Tu. 2.	W. 3.
FEDERAL STOCKS:—						
U. S. 5s, 1874	102⅞	----	----	102⅞	102⅞	
U. S. 5s, 1865	102	----	----	----	102	
STATE STOCKS:—						
California 7s	94⅛	----	94½	----	----	93½
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	79½	79⅜	79½	79⅜	79⅜	----
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	----	----	98½	----	----	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90⅜	91	90⅜	90⅜	90⅛	----
Virginia 6s	91⅛	91⅛	91⅛	91⅛	----	----
RAILROAD SHARES:—						
Chicago, Burl. and Q.	----	90	90	89⅜	90	89
Chicago and Rock Isl.	78⅛	78	78	77⅛	74	74
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Ashtabula	----	----	----	----	----	----
Clev. and Pittsburg	15⅛	15⅜	15⅛	15	15⅛	15⅛
Clev. and Toledo	48¼	48½	47⅛	47⅜	46⅜	46
Del., Lack. and West.	93	----	----	----	----	----
Galena and Chicago	77⅛	----	77⅜	78⅛	76⅛	76
Hudson River	64⅛	64⅛	63⅜	63⅛	63⅜	63
Illinois Central (scrip)	87⅛	87	86⅜	86⅛	85⅛	85⅛
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	70⅜	70⅛	71⅛	70⅜	70⅛	69⅛
M. S. and N. I. guar'd	49½	49⅛	49½	49⅛	47⅛	47
M. S. and N. I.	22⅜	23	23	23	22⅛	22
Milwaukee and Miss.	----	14	14	----	13	13
New Jersey Central	----	----	----	----	----	----
New York Central	91⅛	90⅜	90⅜	90⅜	90⅜	90
New York and Erie	41⅛	41⅛	41⅛	41⅛	41⅛	40
N. York and Harlem	23⅛	22⅛	22⅛	23⅛	21⅛	22
N. Y. and H. "pref."	53⅛	54	53	52⅛	51⅛	----
Panama	125	125	124½	125½	125	125
Phila. and Reading	49	48⅛	48⅛	48	47⅜	47
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	----	----	59	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	70½	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	95⅛	----	----	----	----
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. 7p.c. '60	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	91⅛	91⅜	----
Illinois Centr. 7 p.c. '75	99⅛	100⅛	100⅛	----	----	----
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	75⅛	----	----	----	----	75⅛
" " 2 M.	48	----	48	----	48	----
Mich. Cen. S. F. 8p.c. '82	102	101⅜	102	98	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	67	67	66⅜	66	65⅛	----
" " S. F.	----	81⅛	81⅛	----	81	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	97⅛	----	97	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	103⅛	----	----	----	----	----
" 2 M. 7 p.c. '59	----	99	----	99½	----	99
" 3 M. 7 p.c. '71	----	100⅛	----	----	101	----
" 4 M. 7 p.c. '80	87	87⅛	87	87	----	87
" 5 M. 7 p.c. '83	80⅛	----	----	----	----	80
" conv. 7p.c. '62	67	----	----	----	----	----
" " 7p.c. '71	----	67	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	97⅛	----	----	98	----
" 2 M. 7p.c. '64	----	96⅛	96⅛	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. s'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	58	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	105	----	----	105
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	101	----	101	101	----	101
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	111	----	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Columbian	----	----	----	----	----	2½
Minnesota	88	----	----	89	----	
Isle Royale	13½	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96	96	----	----	----	----
Cumberland Coal Co.	14	14	----	----	----	13½
Penn's Coal Co.	83	----	----	----	----	----
Pacific Mail S. S. Co.	84	84	82½	----	82½	83
Canton	21⅛	22½	22½	22½	22½	----
Brooklyn Water W's	103½	103½	----	----	----	----

The following are the closing prices in the London Market on the 15th September:

United States 5 p. c. red. '74	92¼	to	93¼
Illinois Central 6 p. c. red. 1875	89	to	90
Do. 7 p. c. red. 1875	89	to	91
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	78	to	80
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	90	to	92
Do. do. 1st mortgage (sinking fund), 1882	94	to	96
Do. $100 shares	62	to	65
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	72	to	74
Do. $100 shares	20	to	25
New York Central, 6 per cent. (sinking fund) 1883	88	to	90
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	78	to	80
New York and Erie 1st mortgage 7 per cent. 1867	93	to	95
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	84	to	86
Do. Bonds, 1862, '71, '75 do.	56	to	58
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	93	to	95
Do. $50 shares	38	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, October 6, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

James River and Kanawha Canal.

A proposition has been made by certain French parties for the purchase and completion of this Canal, and the Legislature of the State is to be called together on the 14th of January to consider it. The plan embraces not only the completion and enlargement of the canal, but the construction of a system of docks at Norfolk "similar to those at Liverpool and London." In case the proposition is carried out, then the canal is to become the property of the new company on the payment of a stipulated annuity of $135,000, or of the capital sum of $2,250,000.

The completion of this great work is a most desirable event—but it strikes us living at a distance that, to accept the proposition is the very way to postpone it. To call the legislature together about it, is certainly a ridiculous move. The whole thing will certainly end in smoke, while a large outlay will be incurred to defray the expenses of that august body. For the State, the enterprise may be a very advisable one, from the influence it will exert in adding to the value of its lands, and in increasing its trade. It can, perhaps, well afford to complete the canal, should the investment prove a total loss. Individuals living at a distance, cannot afford to, and will not, upon such an inducement now held forth. The provision for docks at Norfolk, proves the whole thing to be sort of a sham. We have no docks in this city (with the exception of one, the Atlantic,) like those in Liverpool and London. There they are a necessity from limited harbor accommodations. Here they are not, with a commerce quite equal to either of the cities named. The great height of the tides in England is one reason why

docks are necessary. The tides at Norfolk are still less than in New York.

We are sincerely desirous of seeing the James River and Kanawha Canal completed. It would prove of great use to the internal commerce of the country, from the fact that it could be kept open nearly the whole year round. We would not say a word to discourage any adequate attempt to finish it, but it is the height of folly for the people of the State to postpone its completion for years, by listening to propositions that will leave them in the end just where they are now, but really in a much worse condition from disappointments and delays which will certainly result.

History of the Railroads and Canals of the United States.

We give in the first part of this week's *Journal*, another extract from the above work. This we have done in order that those residing at a distance, and who cannot examine the book before ordering it, may have an oportunity of forming an opinion of its merits.

Canals of Pennsylvania.

Pennsylvania was one of the earliest States to engage in works of internal improvement, and had made great progress in the construction of canals before railroads had come to be thought of as the ordinary routes of travel and commerce. In the extent and cost of her water lines, she exceeds any State in the Union, even New York.

The following statement will show the length; cost; earnings and expenses, for the last official year, of all the more important canals of the State.

Name.	Length.	Cost.	Earnings for 1859.	Expenses for 1859.	Net Earnings for 1859.
Lehigh Navigation	84.57	$8,360,279	$672,688	$97,763	$574,925
Schuylkill Navigation	108.50	11,354,475	996,929	521,544	475,385
Union Canal and Branches	99.00	6,125,000	111,894	81,598	30,296
Delaware Division Canal	59.80	2,468,119	222,031	48,452	173,579
North Branch	105.00	2,340,000	No statement of earnings.		
Wyoming	64.00	1,889,000	101,449	25,143	86,306
West Branch & Susquehanna	121.00	1,450,000	140,997	50,581	90,416
Susquehanna and Tide Water	45.00	4,668,486	145,226	52,508	92,718
Monongahela Navigation	91.00	905,837	89,957	35,639	54,318
Erie Canal of Penn. & feeder	163.00	1,528,705	95,931	56,912	89,019
	940.87				
Main line of Penn. Canal	276.00	Cost incl. in that of the Phila. & Columbia R. R.			
	1,216.87				

The Delaware Division, North Branch, Wyoming, West Branch and Susquehanna, Erie Canal of Pennsylvania and Main line composed the State system, The Erie Canal was sold to a private company in 1844, the Main line with the Columbia Railroad to the Pennsylvania Railroad Company in 1857, and the other canals above named to the Sunbury and Erie Railroad Company in 1858. The cost to the State of these several works, not including interest, was as follows:

Main line	$8,486,683
Delaware Division	1,543,763
Susquehanna "	897,160
West Branch "	1,833,183
North " "	1,623,117
Upper North Branch Division	5,643,491
Erie Canal	4,533,291
	$24,560,688
Add cost of private works	32,942,782
Total cost of all the canals in the State	$57,503,470

In a pecuniary point of view the investment has been an unfortunate one. The only really productive works have been the Lehigh Navigation, and the Delaware Division Canal. The former, a private work has paid dividends regularly for the past 8 years, and is now productive on its entire cost. The Schuylkill, the next most important work, has paid little, or nothing, on its common stock for 20 years past. The entire investment in the State has not, on the whole, yielded a gross revenue of 5 per cent., while the net income has not been one-half this amount. The work on the "*Railroads and Canals of the United States*," recently published by us, contains a full history of all the canals of the State, and we shall soon take occasion to give a more detailed statement in reference to the several works.

Wharton's Patent Railroad Turn-out.

In the JOURNAL of July 28th, we gave a description of this improvement which is now in general and satisfactory use upon the passenger railways of Philadelphia.

Wherever put down it has proved to be of much practical value, not only from its entire efficiency and reliability, but also upon the score of economy—there now remain but six or seven switch-tenders in all the complicated system of passenger railways in Philadelphia.

It has been adopted by the Girard College Railroad, the 2nd & 3rd st. Railroad, and the 10th & 11th st. Railroad Companies of that city at all their intersections with each other and with the following roads: Spruce & Pine, Race & Vine, Arch & Fairmount, Green & Coates, Chesnut & Walnut, and the Frankford Railroad. Reference may be made to any of these companies.

Covington and Lexington Railroad.

We learn that the work of filling up the track of this road, north of Paris is rapidly progressing. The entire cost of the job will probably not be less than $45,000, and when completed will be one of the finest improvements which has been made upon the line of any road in the country. The frame work for renewing two or three of the most important bridges has also been prepared, and will soon be put in place. The proprietor, Mr. BOWLER, and the Superintendent, Colonel WITHERS, are exerting themselves to put the road in better condition than it ever has been since its opening.

Southern (Miss.) Railroad.

We learn from the Vicksburg *Whig* that the cars on this road will run to Newton station, (Doolittle's) 110 miles from Vicksburg, by the 20th inst., and will be prepared to commence regular business through to Meridian, on or about the 1st of November.

Parkville and Grand River Railroad.

This road commences at Cameron, on the Hannibal and St. Joseph Railroad, and runs over a route, easily constructed, 48 miles to Parkville, on the Missouri river. The contract is let to energetic contractors, who have now graded about 12 miles and are pushing the work with vigor. The road is contracted to be built for $13,000 per mile, ready for the cars.

The assets of the company, are $100,000 Platte county bonds, which contractors take at par, $75,000 Parkville city bonds, at 75 cents; and $170,000, private subscriptions from wealthy farmers along the line; and about $50,000 doubtful, and conditional subscription. The balance, to complete the road, is proposed to be raised, (if the people vote it), by a graduated strip bill, enacted by the Legislature for the special purpose, which proposes to tax 10 miles each side of the road, in the following graduations, to wit:—$\frac{10}{100}$ of the amount to be raised, to be assessed on the 1st mile from the road, $\frac{9}{100}$ on the second, and so on to $\frac{1}{100}$ on the 10th mile. This tax is levied on real estate as benefited.

If sufficient is not raised in this way, it is proposed to raise the balance by issuing 1st mortgage bonds. The road is contracted to be completed next spring. It is strengthened much by being the compromise line, between Leavenworth and Kansas city. Both can connect easily, and thus avoid parallel roads, that so often break down each other. This road has at Parkville the most eligible point to bridge the Missouri, and connects with the Kansas system of railroads. One projected roadtextending up the level plain, on the north side of Kansas river, to Pike's Peak, commanding the trade of Santa Fe, the mining regions, and all the territories westward, to the Pacific Ocean.

The other, branching from the Kansas Valley, and running through that fine belt of country, that extends to Northern Texas, and there to connect with the Texas system of railways. This line would reach the coal, lead, salt and the cattle of the South-West. It is expected Congress will give the usual quota of lands to the territories, to aid these roads. A treaty has recently been made with the Delaware Indians, by which 200,000 acres of valuable land has been obtained to build a railroad, 50 miles west from the Missouri river on the north side of Kansas river through their reserve.

It is hoped a treaty can be made with the Potowatomies, for lands, sufficient to aid in extending the road, to Manhattan, at the mouth of Big Blue.

Kansas is situated in the centre of the U. S. Territory; towards her many of the leading railroads already built, *converge* through the Parkville and Grand River Railroad, and from the position, and the nature of the country, they must *diverge* West and Southwest. This then is the pivot point, the *key* to the commerce of the Western half of the Continent. The railroad movements in this direction, must then be of interest to the entire system, East, to the Lakes, and the Atlantic Ocean.

Atlantic and Gulf Railroad.

The ship Georgia from Swansea, England, and the schooner Eckford Webb, Capt. Freeman, from Newport, Wales, arrived at Savannah on the 4th—the former with 5,891, and the latter with 2,914 bars of railroad iron, for the Savannah, Albany and Gulf Railroad Company.

☞ The New York correspondent of the Philadelphia *Press* says: "In the newspaper way, nothing is more noteworthy than the change that has lately been apparent in the good old *Commercial Advertiser*. I do not mean a change of proprietorship, for that remains intact, but an infusion of vigor and vivacity into its editorial and reportorial deparments, making it one of the freshest and most readable of the evening press. Punctually, as the clocks ticks 4, out comes its third edition, in which everything that happened in town during the day is chronicled in every attractive style. People talk about it. Why shouldn't they? Nothing in the constitution or by-laws against it."

New York, Providence and Boston Railroad.

The annual election of the New York, Providence and Boston Railroad, popularly known as the Stonington, was held at Providence; on the 25th ult. The following gentlemen were unanimously elected directors for the ensuing year: Jas. J. Day, M. Morgan, T. Tileston, S. D. Babcock, W. H. Macy, W. F. Cary, H. Blydensburgh, S. Sloan, N. F. Dixon. The receipts of this company for the year ending August 31, 1860, have been as follows:

Total earnings	$317,166 72
Expenditures	187,529 23
Net receipts	$129,637 49
Net receipts last year	116,028 04
Showing increase	14,603 45
Indebtedness	306,900 00
Less amount held by the company	36,100 00
Total indebtedness	$270,800 00
The benefit derived from the connection of the New Haven, New London, and Stonington Extension Road from through passengers to and from New York to Boston, is	$7,691 00
From passengers to and from connecting roads	20,253 72
From passengers to and from stations on Stonington Road	11,819 85
From freight	5,152 32
Total	$44,917 89

New York and Harlem Railroad.

An arrangement has been effected by the President of this road Allen Campbell, E-q., with the Directors of the New York Central and other Railroads running in connection with it for ticketing passengers between New York and all the principal Western and South-western cities. The new arrangement goes into operation on Monday, October 15th, when the "Lightning Express" trains will be put on the Harlem Railroad, between New-York and Albany; the first leaving this city at 7 a. m. and reaching Albany at 11.45 a. m. in time to connect with trains of the New York Central. The other fast Express train will leave New-York at 5 p. m. and reach Albany in time to connect with a 10 o'clock train from Albany for the West and South-west.

Reading and Columbia Railroad.

The Directors of the Reading and Columbia Railroad met at Ephrata on the 13th ult. Capitalists from New York were present who offered to build the road, including grading, masonry, and superstructure, making it ready for laying the track, for $600,000–$97,000 less than the engineer's estimate. They also offer to take $400,000 of the stock of the road in payment, only asking of the people along the line of the road to take $200,000 of the stock to insure its completion. Of this required sum $140,000 is already subscribed. The length is 43½ miles. A charter of incorporation for this desirable improvement has been obtained, and a large amount of stock subscribed for. The line will open a comparatively new region of country, in which the valleys are rich in agricultural resources, while the not far distant mountains abound in coal and iron. The road will pass from Reading, through Adamstown, Reamstown, Ephrata, Litiz, and Manheim.—*Tribune.*

New Orleans, Jackson and Great Northern Railroad.

The Kosciusko (Miss.) *Chronicle*, of the 7th ult. says:

It is with no little satisfaction that we announce that the work on the extension of the New Orleans, Jackson and great Northern Railroad north of Canton is now in a very encouraging state of progress. Col. Wesson, the energetic contractor for the twenty-six miles of the road north of Mc-Willie's mill, informs us that he has sub-let to experienced contractors the entire distance between Kosciusko and the mill—fourteen miles—that there are eight camps in full blast and about 200 hands at work on the road, that considerable work has been done, and that in about three weeks two more camps will be erected and 200 additional hands be added to the present force. Col. Wesson gives it as his opinion that the cars will be running to Kosciusko by the 1st of December, 1861, if the funds are raised to keep the contractors at work.

The Canton City Passenger Railway.

The completion of the City Passenger Railway from the terminus of the Thames street depot to the grounds of the Canton Company has been announced. The contract for the construction of the road was awarded to Mr. William H. Cathcart, and he has executed the same with fidelity and acceptance. Mr. R. H. Middleton was the engineer, and also discharged his duty with ability.—Throughout the road is laid with double tracks, and passes along the following streets: From the Thames street depot to Ann street, and thence along Alice, Anna, Windsor, Essex, Lancaster, Chesapeake, and Ellicott streets to the city limits, the length being one mile and seven-eights. There are but few heavy grades along the entire route, and the cars will glide smoothly over such well laid tracks, and in addition passengers will have a splendid marine view of the harbor, environs of the city, and the river and bay. Cars have not yet commenced running, but it is understood that in the course of a few days a number will be placed upon the road, and connect with those which run upon the other roads. The cars are now receiving the finishing touch, and upon each side will have painted in large letters—Thames street to Canton.—*Baltimore American.*

Dubuque, Marion and Western Railroad.

We see by the Anamosa *Eureka* that between sixty and seventy hands are at work near the town grading the track for the Dubuque, Marion and Western Railroad. Men are at work on all the contracts between that place and Springville.

Colonel Alexander Worrall has resigned the Superintendency of the Richmond and Danville Railroad, to become Chief Engineer of the Kansas Central Railroad. Colonel Worrall is said to be one of the most accomplished constructing Engineers in the country.

The Sandersville *Georgian* is informed that Mr. R. R. Cuyler President of the Central Railroad, contemplates building a road from some eligible point on the Central road through Sparta to Union Point on the Georgia Road. This would make, in connection with the Georgia R. R., and Georgia Central, an air line from Atlanta to Savannah.

We learn that there is great demand for rolling stock upon Western Roads. An order was recently given for five locomotives and one hundred cars for the Mississippi and Missouri Road. The Davenport *Gazette* of the 10th says that 22 miles of road west of Iowa City are in use, and that Marengo will be reached Oct. 2, completing 137 miles. Eight hundred men are now at work on the line. This new line is a great feeder to the Rock Island Road, and its early completion has stimulated much of the recent buying of Rock Island stock.

Illinois Southern Railroad.

We learn from the Philadelphia *Press* that the iron for 25 miles of this road leading from Vincennes to Mound City, will be shipped during the present week by Wood, Morrell & Co., of the Cambria Iron Works. The prospects for an early completion of this important road now appear to be flattering.

Hudson River Bridge Company.

The following gentlemen have been elected directors of this company:—Erastus Corning, Albany; Dean Richmond, Buffalo; Samuel Sloan, New York; Chester W. Chapin, Springfield; William H. Swift, Boston; Edmund H. Miller, New York; Sidney T. Fairchild, Cazenovia; Henry H. Martin, and Gilbert L. Wilson, Albany.

TEN WHEEL LOCOMOTIVE.

NOTICE TO RAILROAD COMPANIES.

WHEREAS Letters Patent of the U. S. have been issued to Septimus Norris for the Ten Wheel Locomotive Engine, having six driving with two, or four truck, or guide wheels, RAILROAD CORPORATIONS AND BUILDERS of Locomotives, will take notice that Richard Norris & Son, of Philadelphia, having taken a license, are the only persons as yet authorized to build or use said patent. BUILDERS making, and COMPANIES using (unless by special license,) render themselves liable for INFRINGEMENT of PATENT. Particulars concerning terms, may be had of

OCTAVUS J. NORRIS,
AGENT FOR THE PATENTEE,
3m38 1803 Spruce St., Philadelphia.

ENGLISH WATCHES.

THE CELEBRATED

LONDON WATCHES.

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BEST WATCHES IN THE WORLD.

MOST DURABLE & ACCURATE TIME KEEPERS.

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GOLD AND SILVER WATCHES

OF EVERY DESCRIPTION,

ALWAYS ON HAND.

Also Agent for the MORRIS TOBIAS WATCH.

Notice to Contractors.

RAILROAD FROM HAVANA.—BRANCH FROM the city to the Cerro. The Company feeling disposed to contract for the construction of this line, the longitude of which has to be eight and three-quarters English miles, will admit proposals, under sealed covers, in the office of the Company of Credits and Insurance "La Alianza," San Ignacios, No. 90½ (Habana), till noon of the 19th October next, on which day they will be opened, and if they be admissible, the contract will be closed in favor of the best bidder, preference being given to the party who binds himself to conclude the work in the shortest time.

The above Companies also desire to contract for—
750 tons Philadelphia Iron Rail of the best quality.
16 tons Corners or Elbows or Joints.
6 tons Nails for same.
10 tons Crotchets or Uniting Plates.
4 tons Screw Nails to fasten the rails to the sleepers.

The propositions will be received in the office named, up to the 20th (twentieth) of next month, October, and in case of agreement, the arrangements will be made accordingly.

REFERENCES:
SAML. & WM. WELSH, in Philadelphia.
GIMBERNAT & ESCORIAZA, in New York.
DON LOUIS YBOLEON BOSQUE, in Havana,
Engineer of the Company.

The two former will exhibit drawings of the materials and system of construction, and the latter, the plans, conditions and other required information, in Concordia st., No. 35, from seven till ten in the morning. 2t39

LOCK JOINT
FOR RAILROAD BARS.

Patented August 21st, 1860.



FULL PARTICULARS ON APPLICATION TO

AARON DOUGLASS,

210 Main Street, PATERSON, N. J.

E. G. KELLEY,

SOLE AGENT FOR THE CITY OF NEW YORK FOR the sale of the **OILS** manufactured by the PATENT PARAFFINE LUBRICATING OIL COMPANY whose Oils are manufactured by his newly-discovered process, which gives them the properties of pure **SPERM OIL.** E. G. KELLEY'S Patent Triple-refined Paraffine Lubricating Oil, for cotton spindles and all kinds of fine machinery (No. 1), 81 per gallon; do., for heavy machinery (No. 2), 75 cents. E. G. Kelley's White Chemical Oil, for engines (No. 1), 65 cents per gallon; do., for heavy machinery (No. 2), 40 cents. E. G. Kelley's Patent Triple-refined Illuminating Oil, superior to any in the market (No. 1), 75 cents per gallon; do., common Illuminating Oil (No. 2), 65 cents. Sperm, Lard, Whale and Fish Oil, of tested and warranted quality, furnished at from 5c. to 10c. per gallon below the usual market price. Office for the sale of the Oil, **No. 116 John st.,** New York. AGENTS wanted for towns and cities.

E. G. KELLEY,
3m39 Manufacturing and Analytical Chemist.

OFFICE OF THE MOBILE AND OHIO R. R. Co.,
Mobile, Sept. 5th, 1860.

PROPOSALS addressed to the undersigned, will be received until 20th October next, for furnishing first-class **SLEEPING CARS** for through trains on this road.

The Proposals must state the name of the patent, under which the Cars will be constructed, the time they can be delivered, and the price at which the Company can purchase them—including the Patent right to use the same—at the expiration of one or two years, after date of delivery on the road.

L. J. FLEMING,
5t38 Chief Eng'r and Gen. Sup't.

TEN WHEEL LOCOMOTIVE
NOTICE TO RAILROAD COMPANIES.

WHEREAS Letters Patent of the U. S. have been issued to SEPTIMUS NORRIS for the Ten Wheel Locomotive Engine, having six driving with two, or four truck, or guide wheels, RAILROAD CORPORATIONS AND BUILDERS of Locomotives, will take notice that RICHARD NORRIS & SON, of Philadelphia, having taken a license, are the only persons as yet authorized to build or use said patent. BUILDERS and COMPANIES purchasing elsewhere (unless by special license,) render themselves liable for **INFRINGEMENT of PATENT.** Particulars concerning terms, may be had of

OCTAVUS J. NORRIS,
AGENT FOR THE PATENTEE,
3m38 **1803 Spruce St., Philadelphia.**

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Manufacturing Chemistry,

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CAREFUL Analysis made of all Minerals and Commercial Articles. Surveys and Reports made upon Mines and Quarries. Coal Oil Works planned and erected and contracts made. The best modes furnished for manufacturing, purifying and deodorizing oils from coals, petroleum, and other bituminous substances. Coal Oils tested and purified. Superintendents and skilled workmen furnished to manage Coal Oil Works and Mines. The Kerosene patents from which originated the Coal Oil Business of the United States were granted to Dr. GESNER.

GESNER'S, Chemists & Engineers.

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LARGE and small **CLAW JACKS** for BRIDGES, RAILROAD and BOILER BUILDERS, SHIP BUILDERS, STONE QUARRIES, and **various other kinds,** for different purposes.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, from 10 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

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MANUFACTURER OF SUPERIOR OAK TANNED STRETCHED

LEATHER BELTING.

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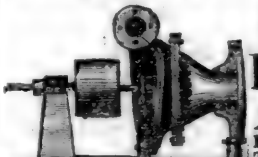
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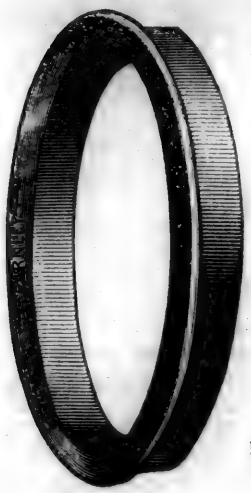
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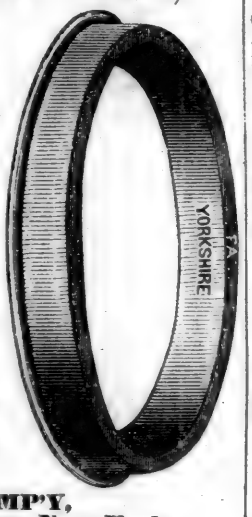
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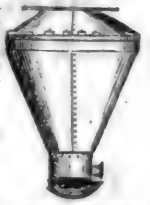
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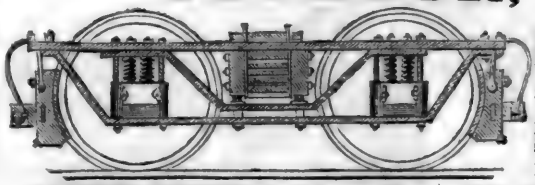
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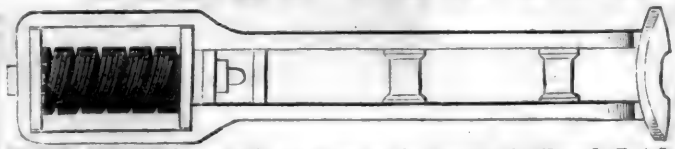
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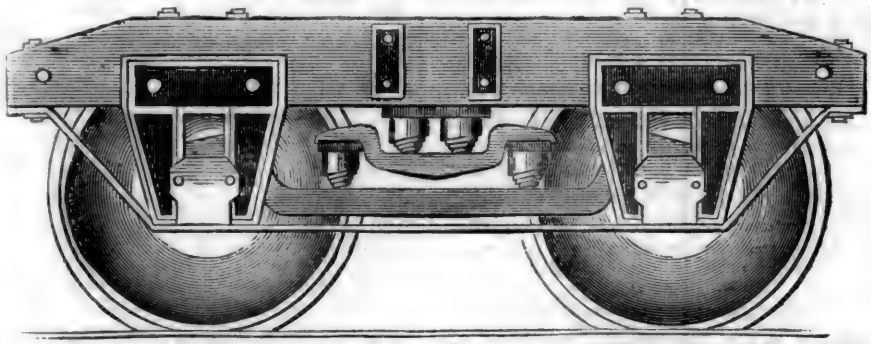
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

New York Central Railroad Company 901
Illinois Central Railroad 902
The Giffard Injector 902
Pittsburg, Fort Wayne and Chicago Railroad.. 902
Of the Inherent Power of a Railroad Corporation to Borrow Money 903
Lehigh and Delaware Water Gap Railroad 904
Cleveland and Toledo Railroad 904
Blue Ridge Railway 904
Cleveland and Pittsburg Railroad 905
Chicago and Rock Island Railroad 912
Buffalo, New York and Erie Railroad 913
James River (Va.) Coal Trade 913

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, October 13, 1860.

New York Central Railroad Company.

STATE SUIT FOR BACK TOLLS.

We publish below the answer of the New York Central Railroad Committee to the complaint filed by the Attorney General of the State in the suit brought against the company to recover $5,000,000 back tolls which are claimed for the canal fund:

SUPREME COURT.—The People of the State of New York agt. the New York Central R. R. Co.

First: The defendant, answering the complaint of the plaintiff in the action above entitled, denies that the defendant is subject to the provisions of section 29 of the act of the Legislature, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, referred to in said complaint.

The defendant, further answering, denies each and every allegation in said complaint, in regard to tolls referred to in said complaint, forming, becoming, or being a part in the revenues of the State Canals.

And the said defendant, further answering, denies that the tolls collected under and by virtue of the act passed May 12, 1857, accruing during the period of canal navigation, were derived and arose from freights, appurtenant and belonging to the said canals, as is alleged in the said complaint.

And the defendant, further answering, denies that there is no other mode by which the said freight could or would be transported, except the said railroad and the said canals, as is alleged in said complaint. And the defendant says that, without said canals and railroads, very much of said freight could and would have been transported by other modes and through other channels, some of which have been made and opened by the authority and aid of the plaintiff, by which large amounts of trade and business have been diverted from said canals and railroad.

The defendant, further answering, denies that the Syracuse and Utica Railroad Company was required by its charter to pay tolls into the Canal Fund, and as to the allegations, in said complaint, stating that said several Railroad Companies assumed the obligations imposed by the said act, passed May 4, 1844, and carried and transported large quantities of freight, and paid into the Canal Fund large sums of money for tolls by said act imposed, the defendant says that it has no knowledge or information sufficient to form a belief as to said allegations, or any or either of them, or any part thereof.

The defendant, further answering, denies each and every allegation in said complaint alleging that the railroad companies referred to in said complaint or any or either of them after December 1, 1851, carried freight subject by law to the payment of canal tolls, and said defendant further denies that such tolls amount to the sum of $5,000,000, or any other sum.

Second: And for a second and further defense, the defendant, further answering, says that the cause of action mentioned in said complaint, so far as it embraces a claim to recover tolls on freight carried by the several railroad companies consolidated into the corporation defendant, and also as to a large portion of the claim for tolls on freight carried by the defendant since such consolidation, did not, nor did any part thereof accrue within six years next before the commencement of this action, and the defendant says that all that part of the cause of action mentioned in said complaint for tolls on freight carried more than six years before the commencement of this action, is barred by the Statute of Limitations.

Third: And for a third and further defense, the defendant further answering says that, on the 10th day of July, 1851, the Legislature of the State of New York passed an act entitled "An act to abolish tolls on railroads;" that the question on the final passage of said act in each House of the Legislature was taken by Yeas and Nays, which were duly entered on the journals thereof, and three-fifths of all the members elected to either House of said act in such House, and voted for the same.

That said act was duly approved and signed by the Governor of said State, and ever since has been, and is now, a valid law of said State; that said act provided that it should not be necessary for any railroad company in this State to pay any sums of money into the treasury of this State on account of the transportation of property on any railroad on and after December 1, 1851, nor to make to the Comptroller monthly statements of the property carried on its railroad; and said act repealed all acts and parts of acts requiring the payment of State tolls by any railroad company for the transportation of property on any railroad, after said first day of December, so far as they conflict with said act; and the defendant says that this action was commenced and is prosecuted without the authority of the plaintiff.

Fourth: And for a fourth and further defense, the defendant further answering says, that all those parts of the acts passed May 7, 1844, and May 12, 1847, referred to in said complaint, and all other acts of the Legislature requiring the payment of State tolls by any railroad company for the transportation of property on railroads, are void for the reason that they are in conflict with sections 8, 9 and 10 of Article 1 of the Constitution of the United States; and the defendant says that the power to alter or repeal the said acts of May 7, 1844, and May 12, 1847, was reserved therein respectively.

Fifth: And for a fifth and further defense, the defendant further answering, says that on the 10th day of April, 1850, the Legislature of this State, in due form passed an act entitled "An Act to authorize the transportation of live stock and fresh meats on railroads, free from canal tolls," by which it is enacted that neat cattle, horses, sheep, and pork meat might, after the passage of said act, be transported upon any railroad in this State, without being liable to the payment of canal tolls, and that the same should take effect immediately, which act, from the day of its passage, has been and is yet a valid law of this State.

The defendant further answering, says, that in the years 1853 and 1854 the plaintiff amended the State Constitution by providing a substitute for Section 3 of Article 7 of said Constitution, by which substitute the plaintiff, among other things authorized the Canal Board, with the concurrence of the Legislature, to reduce the rates of canal tolls, and to remove them entirely in its discretion, whereby the plaintiff ratified the said acts of the Legislature of April 10, 1850, and July 10, 1851.

The defendant further answering, says, that since the adoption of the present Constitution of this State the Canal Board, with the concurrence of the Legislature, has reduced the rates of tolls on property transported on the State canals so as materially to diminish the revenues of the canals and the plaintiff's officers and agents have otherwise misappropriated, diverted and squandered

said revenues, and as to the allegation in said complaint that the State canals are unfinished, and that the State debt is unpaid, the defendant, upon information and belief, avers that, but for such reduction, diversion, misappropriation, and squandering of said revenues, the requirements of Sections 1, 2, and 3, of Article 7, of said Constitution would have been fulfilled, and the State canals would have been finished.

The defendant further answering, says, that the rates of tolls for property transported on the State Canals have been frequently changed by the authority of the plaintiff since the passage of the aforesaid act of July 10, 1851, and that since the passage of that act the Canal Board has made no rules or regulations as required, by sections 4 and 5 of said act of May 7, 1844, and by section 4 of said act of May 12, 1847, and that the Commissioners of the Canal Fund have never in any way since said act of July 10, 1851, until May 4, 1860, made any rule or regulation or direction, as required by section 3 of said act of May 7, 1847.

The defendant further answering, says that, relying upon the validity of the aforesaid act of July 10 1851, the defendant accepted its charter and has contracted large obligations for which its bonds are now outstanding unpaid, and has charged and received compensation for carrying property on its railroad (which compensation has been less than it would have been if said act of July 10, 1851, had not been passed) and has issued scrip for its capital stock, large amounts of which have been bought and sold by its stockholders relying upon the validity of the said act of July 10, 1851.

The defendant, further answering, says that it will suffer damage to a large amount if said law of July 10, 1851, is declared void, and the defendant claims and insists that the plaintiff is, by its acts above mentioned; in the passage of said acts of the Legislature of April 10, 1850, and July 10, 1851, and by its good faith thereby solemnly pledged to the defendant; in the amendment of the Constitution of the State, in the omission of the Canal Board and the Commissioners of the Canal fund, to adopt rules as above stated, in the reduction and alteration of the rates of tolls on the State canals as above stated, and by its conduct in authorizing and aiding in the construction of other channels of trade by which business has been diverted from said canals and defendant's railroad *estopped*, in equity and by the law of the land, from denying the validity of said act of its Legislature, passed July 10, 1851. S. T. FAIRCHILD, Def'ts Att'y.

Albany County, ss.—GILBERT L. WILSON, being duly sworn, says that he is the Treasurer and the Secretary of the New York Central Railroad Company, named as defendant in the foregoing answer, and that said answer is true to deponent's knowledge, except as to those matters stated upon information and belief, and as to those matters he believes it to be true.

GILBERT L. WILSON.

Sworn before me, September 17, 1860.

J. STERNBERGH Commissioner of Deeds for the City of Albany.

Illinois Central Railroad.

The Illinois Central Railroad Company's sales of lands last month, were larger than in any single month since 1856; and it is quite evident that a steady emigration to this State of practical farmers is now going on. The number of acres sold were 8,495 for $137,902.16. These are divided among 127 purchases, being an average of about seventy acres to each. The desire to purchase whole sections of land, has caused the ruin of many a settler in our State, and this feature of the present sales is very important. Eighty acres are quite enough for the maintenance of a family, and we are glad to see a class of buyers who are not likely to overburthen themselves with debt. The Company's terms are upon a credit of from four to seven years, with interest at six per cent per annum in advance. Thus the purchaser of 80 acres at $12 pays about $60 per annum for the first three years, and subsequently annual payments of about $250, which secures him a valuable homestead.—*Chicago Tribune.*

Androscoggin Railroad.

The work upon the extention of the Androscoggin Railroad form Leeds to Topsham, Me., is pressed forward with vigor. The citizens of Sabattasville wish the road to pass through the village, and offer to give $1,300 to accomomplish the object. The grading of the road between Lewiston and Topsham is to be finished by the first of next July, and it is confidently expected that the road will be ready for traffic by Sept. 1st, 1861. It has not yet been determined whether the track is to be the narrow or broad gauge.—*Boston Journal.*

The Giffard Injector.

MESSRS. WILLIAM SELLERS & Co., of Philadelphia are the sole manufacturers of "*Giffards patent Feed Injector*, for filling Steam Boilers." They are now making a number of the proper size for locomotives. The following descriptions of it is from the *Engineer*:

As fitted to locomotives, the Injector, which is made of brass throughout, stands upright on the back side of the firebox, close to the reverse lever. In shape it resembles an ordinary locomotive pump barrel, being about 3 feet 6 inches high, and averaging about 3½ inches in diameter. A 1¾ inch steam pipe enters it near the top, and a feed pipe of the same size passes out at the bottom and into the boiler. On one side are two pipes, also 1¾ inches in diameter, through the upper one of which the water enters the instrument, while the lower one serves as a waste, or overflow pipe.

A hollow cylinder, with a tapering nozzle at its lower end, like that of syringe fills the bore of the upper part of the instrument. By a 5 threaded screw of 2½ inch pitch, this cylinder may be raised or lowered 2½ inches, by a single turn of a handle at the top of the Injector. This internal cylinder is preforated with a number of holes opposite the entrance of the steam pipe, and through these holes the steam enters the cylinder. A conical plug, or valve, on the end of a rod passing down through the centre of the cylinder closes the nozzle at the bottom. By raising this valve, (also by means of a screw and handle at the top of the Injector,) steam will be discharged downwards from the nozzle. This nozzle is placed concentrically within another one of similar form—both being enclosed in the main barrel of the Injector, and the intervening annular space between the two nozzles, is in communication with the water pipe from the tender. The discharge of steam from the nozzle of the movable cylinder, through the fixed nozzle below, produces a partial vacuum, and draws water through the water pipe, even if its upper end be some feet higher than the level of the water in the tender. The water once raised, it is discharged, together with the steam, from the second nozzle described. It is here that the wonderful action of the Injector commences.

However we may have succeeded in making our description clear, all is simple enough up, or rather down to this point, to wit: the point of the fixed discharging nozzle, seven-sixteenths of an inch in diameter. This nozzle is open to air, the barrel of the Injector being provided with air holes at this place. A short distance, say ¾ inch below the fixed nozzle, is another pointing upwards. This nozzle is slightly flared at the upper end, where it is perhaps ¾ inch in internal diameter, but it is immediately contracted to five-sixteenths inch, from which diameter it enlarges gradually downward, until a few inches below it opens to the diameter of an ordinary check valve, closing the entrance to the boiler. Now, all we can say is, that the jet of mingled steam and water, discharged from the upper fixed nozzle, passes for ¾ inch through the open air, and that it then enters the lower fixed nozzle with such energy, as practice has shown, as to force its way into the boiler, under the same pressure of steam as that under which the steam, admitted at the top of the instrument, was taken. Even more than this, experiments have been made, in which steam taken from one boiler, at a pressure of 24½ lb. per square inch, forced water through the Injector into another boiler, working at 48½ lb. pressure. The great momentum imparted to the water at the moment when it issues from the upper fixed nozzle, has not been explained to the entire satisfaction of practical men, but of the fact itself there is no doubt.

In starting the Injector, the handle by which the internal movable cylinder is raised is first turned so as to admit a greater or less supply of water, according to the pressure of steam in the boiler. (The Injector has been worked with a boiler pressure of 5 lbs., but only a small quantity of water could be admitted.) The handle of the conical steam valve is then turned slightly, so as to lift the water from the supply pipe, after which the steam is turned on with force corresponding to the quantity of water to be admitted. It is found that the Injector requires blowing through with steam, so as to warm it, before it will start properly into action. This, however is but the work of a few seconds, and the most inexperienced firemen will soon learn all the habits of the instrument.

The last advices from England show not only that locomotives are being made without pumps, but also that only a single Injector is being applied in their place. It was supposed, from the force of habit, that two would be necessary. The apparatus works readily with steam of 140 lbs. pressure, and will work, indeed, at any pressure. It will raise feed water already warmed to 100 deg., throwing it into the boiler at nearly the boiling point. It gives a graduated supply of feed water, being capable of almost the same range of action as the ordinary pump. The feed water entering the boiler at a high temperature, does not check the production of steam or cause leaking, as when a great quantity of cold water is suddenly pumped in. On the St. Helen's Railroad, in England, Mr. Cross, the locomotive superintendent, found last winter that while the pumps of his engines were frozen, the Injector was always in working order in the coldest weather. On many English lines the use of donkey pumps was becoming general but the Injector supersedes these, as it is at all times available for use wherever steam and water are to be had for working it. On the North London and some other English roads, a considerable saving is attributed to the Injector, by reason of the facility by which its working may be adjusted to the condition of the fire. If all these advantages are realized here, the introduction of this wonderful apparatus of M. Giffard must be rapid and satisfactory.

Pittsburg, Fort Wayne and Chicago Railroad.

Going to and returning from Cincinnati a few days since, we were astonished at the improvement in the whole line of road between the two cities. The improvement in the track of the Columbus and Xenia railroad was marked and decidedly agreeable to the travel. But we specially noted the smooth track and regular running of the train on the Pittsburg, Fort Wayne and Chicago Railroad, between Pittsburg and Crestline, a distance of 188 miles, which we accomplished in six and a half hours. The busy scene all along the line of the road of the sons of labor, with their spades, picks, tamping bars, chairs, spikes and new rails accounted for the easy rides, but did not so forcibly impress us with the amount of labor necessary to accomplish the work, as the following figures which we obtained from an authentic source: From the 1st of May to the first of September there has been used in the track of this Road between Pittsburg and Crestline, 208,166 feet of new rails, or about 40

miles; 91,455 feet of repaired iron, or about 17⅓ miles; 142,221 new cross-ties or about 70 miles. We understand that the operation or renewal of track, will be actively continued through this and next month.—*Pittsburg Post.*

Journal of Railroad Law.

OF THE INHERENT POWER OF A RAILROAD CORPORATION TO BORROW MONEY AND GIVE NOTES AS SECURITY.

The general power of a corporation to make and endorse negotiable paper, as a necessary incident to their power of incurring debts, has recently been considered by the Supreme Court of the State of New Jersey, in the case of Lucas *vs.* Pitney. The action was brought by the Plaintiff, as holder of a promissory note, against the defendant as maker; the note being for $1,604 24, bearing date April 2d, 1855, and payable two years after date, with interest semi-annually, to the Camden and Atlantic Railroad Company, and endorsed in the name of said company by Robert Frazer, Treasurer.

It appears from the evidence that the Treasurer was in the habit of endorsing the notes of the company, and this note was endorsed in the usual manner; but there was no resolution of the company authorizing him to endorse the notes of the corporation and he had no authority except what the law would attach to his office; although this mode of making endorsements had been acknowledged by the company, and the existence of this note was known to the board of directors.

It was the custom of the company to borrow the notes of its directors, endorse the notes thus borrowed, and raise money upon them. Sometimes, however, negotiations would be made for a particular amount, requiring the names of certain of the directors. In such cases, in order to equalize the liabilities of the several directors, those whose names were not required for that particular transaction would give the company their notes, to be negotiated in any way. This note arose from a transaction of this kind. On the 15th of August, 1854, the defendant gave his note, at four months, for $3,546 59. This note was never negotiated; Mr. De Costa, the President, took it for the purpose, but did not do so; when it came due, it was renewed by two notes, one of which was for $1,604 26, and as the company were then indebted to De Costa, he took this note as collateral security. This note was renewed several times afterwards as it came due, until the last renewal, when De Costa took it for its amount in payment of what the company owed him; this was after he ceased to be President of the company.

The jury, without argument and without leaving the box, rendered a verdict for the plaintiff for $1,661 80, subject to the opinion of the Supreme Court at bar. The cause was argued in 1858, and the following opinion, rendering judgment in favor of the plaintiff, delivered.

GREEN, HENRY W. C. J. This action was brought to recover the amount due upon a promissory note, made by the defendant, payable to the order of the Camden and Atlantic Railroad Company, and by them endorsed. Upon the trial a verdict was taken for the plaintiff subject to the opinion of this Court upon the case made by the evidence. The only point submitted for the consideration of the Court is, whether the Camden and Atlantic Railroad Company, to whom the note was made payable, and by whom it was endorsed, have power to receive or to transfer commercial paper.

The charter of the Camden and Atlantic Railroad Company confers upon them the ordinary powers of a Railroad Company. By the 15th section, it is enacted, "that the said corporation shall have power to borrow such sums of money, from time to time, as shall be necessary to build, construct, or repair said road, and furnish the said corporation with all the necessary engines and machinery for the uses and objects of the said company, and to secure the payment thereof by bond or mortgage, or otherwise, on the said road, lands, privileges, franchises, and appurtenances of or belonging to said corporation, at a rate of interest not exceeding seven per centum per annum; provided that it shall not be lawful for the said company to plead any statutes of this state against usury in any suit in law or equity instituted to enforce the payment of any bond or mortgage executed under this section."

This section, it is insisted on the part of the defendant, is a limitation of the power of the company to borrow money for specified purposes and in the mode designated, and that it is tantamount to a prohibition of the company's borrowing money for any other purpose or upon any other security than that specified.

It is clear, however, that the 15th section of the charter was designed not as a limitation or restriction of the powers of the corporation, but as a grant of additional power. It authorizes the company to borrow such sums of money as shall from time to time be necessary for the construction, repair and equipment of the road, and to secure the repayment thereof by bond, mortgage, or other security on the road and franchises of the corporation, at a rate of interest exceeding the rate established by law. The corporation are clothed with powers which, independent of that provision, they could not have exercised. But there is nothing in the provision which, by necessary implication or by fair intendment, can be construed to limit the general powers and capacities incident to any corporation. The question, therefore, of the power of the corporation to give or endorse the note in question must be decided in view of the *inherent powers* of the corporation, irrespective of the special provision contained on the section alluded to.

On the part of the defendant, it is insisted that a corporation can make no contract which is not necessary to enable it to answer the object of its incorporation; that the loaning of money, or the borrowing of notes to be discounted in market, is not necessary to the operation of a railroad company; and that, consequently, the making or indorsement of commercial paper by such company, as a security for money loaned, and the endorsement of notes borrowed for the purpose of raising money, are void acts.

The simple inquiry is, whether a railroad company has, as a necessary incident, the inherent power of borrowing money for the payment of its debts or for its necessary purposes. It is conceded that the corporation has such powers only as are expressly conferred by charter, or necessarily incident to those powers. If it may lawfully contract debts, it would seem clear that it may enter into obligations to pay those debts, or borrow money for that purpose. The power of incurring debts, in the course of its legitimate business, of giving notes, or borrowing money for the payment of such debts, would seem necessarily incident to every corporation whose business involved the expenditure of large sums of money, and often upon sudden and unforeseen contingencies. Such, it is believed, is the universal custom of all important corporations, whether private or municipal. The authorities in support of the practice are abundant. Our statute recognizes bodies politic or corporate as persons by whom promissory notes and bills of exchange may be drawn, endorsed, and accepted. The technical doctrine, that a corporation can contract only under its corporate seal, was long since exploded.

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The result of the authorities, to adopt the language of a recent writer, seems to be, that corporations carrying on business under no restraining act, may make promissory notes and draw bills of exchange, where these are the usual and proper means to accomplish the purposes of their organization; that such notes and bills are to be presumed legal and valid where they are not prohibited by law, and are received in good faith; and that they are invalid when given in violation of law, or when given for purposes wholly foreign to those for which the corporation was created. The note in question was given as a renewal of accommodation paper originally given by the defendant, being one of the directors of the company, to raise money to pay the debts of the corporation. It was subsequently transferred by the company to one of its creditors, in payment of a debt due, with the knowledge and assent of the defendant. There is no pretense in the evidence, either that the indebtedness of the company, which the paper of the defendant was originally designed to satisfy, or for the payment of which the note in question was eventually transferred by the company, was not incurred in the course of its regular and lawful business.

We are of opinion, therefore, that the railroad company were authorized to hold and transfer the note in question, and that consequently the plaintiff is entitled to judgment upon the verdict.

Traveling in the United States One Hundred Years Ago.

The ancient advertisement, of which we here give a literal copy, is deserving of preservation on account of the quaintness of the inn signs, the peculiarity of the spelling and diction, the "shifting" of the passengers which it announces, and the general idea it gives us of the way in which traveling was performed in America at the time in which it was issued:

Philadelphia STAGE-WAGGON, and New York STAGE-BOAT perform their Stages twice a Week.

JOHN BUTLER, with his waggon, sets out on Mondays from his House, at the sign of the Death of the Fox, in Strawberry Ally, and drives the same day to Trenton Ferry, when Francis Holman meets him and proceeds on Tuesday to Brunswick, and the passengers and goods being shifted into the waggon of Issac Fitzrandolph, he takes them to New Blazing Star to Jacob Fitzrandolph's the same day, where Reuben Fitzrandolph, with a boat well suited, will receive them and take them to New York that night. John Butler returning to Philadelphia on Tuesday with the passengers and goods delivered to him by Francis Holman, will again set out for Trenton Ferry on Thursday, and Francis Holman, &c., will carry his passengers

and goods, with the same expedition as above to New York. March 8, 1759.—*Weekly Mercury.*

Lehigh and Delaware Water Gap Railroad.

Oliver W. Barnes, Esq., Civil Engineer, in a report made to "the President and Directors of the Lehigh and Delaware Water Gap Railroad Company," bearing date September 27, 1860, says:

"In compliance with your wishes, I have made a careful examination of that portion of your route extending from its commencement, at the terminus of the Shimersville Branch, opposite Freemansburg to Easton, from which your line diverges, and immediately crosses the Lehigh river and canal at an elevation sufficiently above high-water mark. It is proposed to erect a bridge of three spans of 140 feet each over the river, and a single span of the same length over the canal. From this bridge the line passes through a deep cutting, about half completed, at Freemansburg; thence it follows the north bank of the Lehigh upon a rocky side hill above the canal, where it will be necessary to cut the whole roadway out of the solid rock, owing to the canal having been excavated from the base of the hill. The line has been carefully located at these difficult points by Mr. P. Brady, your engineer in charge of the work, and, when completed, will make a permanent roadway. This character of ground continues for about two miles, whence we emerge into open cultivated ground, rendering the construction easy until we reach the fifth mile from Freemansburg; thence the line again follows steep side hills all the way to Easton. The cuttings, for the greater portion of this part of the line will be in solid rock; wherever embankments are required, retaining walls will be necessary on the lower side. A county road for several miles is much in the way, but can be constructed on different ground above or below the railroad line.

Upon entering Easton, we approach Third street through coal yards and wharf property at a sufficient height to enable us to trestle over them, and render them valuable as coal depots, in connection with the railroad, and not impair their value for wharf purposes.

With no grades exceeding 21 feet per mile, and curves of large radius, a good single track road and turnouts can be constructed on the route, as above described, 13 feet wide in excavations, and 12 feet wide on embankments, at grade, with good masonry and a substantial Howe truss bridge superstructure across the Lehigh, nine and a-half miles of main track and sidings, laid with crossties 8 feet long, 6 by 8 inches on 6 inches of ballast 9 feet wide, and a T rail weighing 60 lbs. to the lineal yard, for the following cash estimate:

Graduation, masonry, bridging, ballasting, cross-ties, chairs, spikes, switch fixtures, and track-laying	$166,000
900 tons of T rail, 60 lbs. to the yard, at $45 per ton	40,500
Engineering and general expenses	8,300
Total	$214,800
Add cost of work done and engineering and general expenses to this date	25,000
And you have the cost of the whole railroad	$239,800

It may be proper to say, in this connection, that the Shimersville Branch will require some repairs and adjustment, probably not exceeding a cost of $3,000. The cost of the right of way and land damages is not included in the foregoing estimate. Some slight changes of alignment can be made without injury to the road, which will materially reduce this item. * * *

The extension of your line, from Easton, 21 miles up the Delaware to the Delaware, Lackawanna and Western Railroad, at Marshfield, will form valuable connections, give a direct route from Philadelphia to the whole Wyoming Valley and to Scranton, 145 miles in length, superior to any other existing route, and 20 miles shorter than the present route via Trenton and Belvidere. The distance from Scranton, Great Bend, and all points on the New York and Erie Railroad to Philadelphia, by your road, will be precisely the same as to New York via the Delaware, Lackawanna and Western and New Jersey Railroads, and much superior to that route in grades and alignment."

Erie Canal.

Am'nt received for tolls in the month of September, 1860	$469,515 50
Do. in 1859	245,290 41
Increase in 1860	$224,225 09
Amount received from the opening of navigation to and including the 30th Sept., 1860	$2,033,411 92
Do. in 1859	1,140,521 04
Increase in 1860	$892,890 88
Tolls received at the three tide water offices from the opening of navigation to the 1st of October, 1860	$250,510 70
Do. in 1859	164,295 93
Increase in 1860	$86,214 77
Tolls received at the Buffalo office from the opening of navigation to Oct. 1, 1860	$804,680 02
Do. in 1859	373,590 89
Increase in 1860	$431,089 13
Tolls received at the Oswego and Phœnix offices from the opening of navigation to October 1, 1860	$379,651 72
Do. in 1859	151,603 97
Increase in 1860	$228,047 75
Tolls of Champlain Canal from same time to October 1, 1860	$85,900 75
Do. in 1859	72,529 80
Increase in 1860	$13,370 86

Cleveland and Toledo Railroad.

The following circular, urging upon the stockholders the early funding of the small remainder of the floating debt of this company, has been issued by a committee of the Board of Directors:

OFFICE CLEVELAND AND TOLEDO RAILROAD COMPANY, Oct. 6, 1860.

DEAR SIR: For the purpose of enabling this company to pay off its floating debt, and place its financial affairs on a permanent basis, so that its future earnings, after paying the interest on its bonds, can be appropriated to the payment of dividends on its capital stock, the Directors (under the authority of the Stockholders at their June meeting) have authorized the sale of $300,000 of the Sinking Fund Mortgage Bonds of the company to Stockholders, at 35 cents on the $1, and interest which has accrued the bonds since July 1, 1860. Payments to be made as follows: Ten per cent. on or before the 1st of November next, and the balance in five equal successive monthly instalments, receiving on the bonds on the last five instalments in proportion to the payments and the first payment of 10 per cent. to be applied on the last instalment. Payments to be made to Messrs. Carpenter & Vermilye, No. 44 Wall street, New York, who are authorized to receive the money for the company and deliver the bonds. The subscription will not be binding unless $250,000 of bonds are subscribed for, and not exceeding $300,000 of the bonds will be disposed of. The undersigned are of the opinion that with this arrangement carried out, and the increasing traffic of the road, dividends can be resumed by the company at no very distant day.

Please sign the annexed proposal, with the amount you will take, and forward the same to Messrs. Carpenter & Vermilye, New York.

JOHN GARDINER, Pres't P. T.,
W. M. VERMILYE.
G. T. OLYPHANT,
A. A. RAMSDELL,
Committee of the Board.

Railroad Matters at Trenton, N. J.

The Trenton *Democrat* says: "The Camden and Amboy Railroad will soon make a commencement on their new road between this city and Dean's pond. We believe the route has not yet been definitely determined, although five or six have been surveyed. Its starting point from the canal, south of the Assanpink, is fixed, and the road will, probably, pass near Hutchinson's mill, south of Baker's basin, about two miles south of the canal at Port Mercer, and from two and a-half to three miles south of Princeton basin, thence in nearly a straight line to Dean's pond. This route will leave Princeton some four miles distant from the nearest railroad station, and will, of course, give a new impetus to the agitation for the road from Trenton to Princeton and from Princeton to Dean's pond. In connection with this straightening of the track, it is, we understand, the intention of the company to construct a branch from the Trenton and New Brunswick to the Camden and Amboy road, thus making a direct route from Trenton to Amboy, with a view of making South Amboy a great depot for coal, to be transported over the Lehigh Valley, and Belvidere Delaware and the Camden and Amboy roads to that point."

Blue Ridge Railway.

The above railway will be completed to Walhalla, twenty miles, in December next, which will give thirty-five miles of completed road. Over two and a half millions of dollars have been expended. Several very important and costly tunnels are in process of excavation. Three of these are in South Carolina, varying in length from 616 feet to about a mile. In South Carolina, three fourths of the grading, one-third of the tunnel excavation, three-fourths of the square drain masonry, and one-fourth of the bridge masonry have been done, and one-fourth of the track laid. There has also been laid a track to Hayne's Quarry, 1½ miles long. In Georgia, seven-seventeenths of the grading, one-seventh of the tunnel excavation, and two-thirds of the square drain masonry, and two thirds of the bridge masonry have been done. The length of the road in South Carolina and Georgia is only 20 per cent. of the entire length, and its cost will be 58 per cent, of the whole cost of the road. The estimated cost of the entire road is $7,000,000, and the able and intelligent engineer, Walter Gwynn, in his latest reports, sees nothing to change the estimate. This road will realize the early dream of South Carolina, to unite herself with Louisville and Cincinnati, by a direct and expeditious route, as it was exhibited in the convention held twenty-five years ago; and in the labors of General Hayne, who, in this service, deserves as much as his dintinguished ancestor to be called the "martyr Hayne." By this route, Charleston will be distant 310 miles from Knoxville, an advantage over shipping point of Richmond of 84 miles, and over Savannah of 94 miles. The total distance to Lovisville will be 677 miles, by roads for the most part constructed, and to Cincinnati 683 miles, against 1,200 to 1,400 miles by existing routes. Knoxville is at the head of steamboat navigation, on the Holstein, and the trade of this and tributary rivers is concentrated at Chattanooga. At one time after the rise in the river, 200 boats were seen moored at Knoxville, on the way to Chattanooga, laden with salt and plaster from Virginia, and with every variety of Western produce. This trade will be intercepted by Charleston. Knoxville, too, will become the entrepot of Cincinnati and Louisville.

"By the completion of the Tennessee and Virginia Railroad, during the past year, Richmond now draws off all the trade of East Tennessee, north of Knoxville, and will draw the trade south of that city, even, to some extent, as far south as Chattanooga. Charleston has no connection with Knoxville, except by a circuitous route over the rival roads of Georgia, one hundred and ten miles further than by the Blue Ridge Railroad. With this disadvantage of distance, Charleston cannot

compete with Richmond for the trade of East Tennessee. Indeed, it will be seen, by an inspection of the map, that without the Blue Ridge Road, Charleston and South Carolina have little opportunity of sharing in the advantages of a commercial connection with the navigable waters of the West. The Georgia Railroads belt the State on the southwest; the Virginia roads on the northeast; and North Carolina, which has finished the State Road to Salisbury, is pushing it onward to Murphy, at the foot of the Blue Ridge. Its next step will be over the mountains to the valley of the French Broad, and then the cordon of railroads around South Carolina will be complete and close."—*De Bow's Review.*

Railroad Earnings.

The earnings by the Chicago, Burlington and Quincy Railroad Line, in the month of September, were in—

	26 working days, 1859.	25 working days, 1860.
Freight	$117,749 45	$171,535 00
Passengers	46 090 16	51,077 80
Mails & miscellaneous	5,024 58	3,283 29
Passengers for U. S. Fair	12,196 95	
Total	$181,061 44	$225,896 09

Increase exclusive of earnings in 1859 for U. S. Fair $57,031 60.

The receipts of the Grand Trunk Railway of Canada for the week ending September 22, 1860, was $79,094 17
Corresponding week last year 51,585 50
Increase $27,508 67
Total traffic from July 1, 1860, to date $721,662 59
Corresponding period, 1859 524,236 24
Increase $197,426 35

The earnings of the Toledo and Wabash Road for September, 1860, were as follows:

Passengers $24,539 62
Freight 78,115 08
Mail and express 3,445 62
Total $106,100 32
September, 1859 74,889 09
Increase $31,411 23

The earnings of the Macon and Western Railroad for September, 1860, were:

Passengers $11,820 15
Freight 19,300 42
Mail 838 50
Total $31,959 07
September, 1859 37,523 05
Decrease $5,563 98

The earnings the New York Central Railroad for September, 1860, were $851,795 92
September, 1859 743,598 98
Increase $108,196 64

The earnings of the Michigan Central Railroad for September, 1860, were $251,248
September, 1859 210,837
Increase $40,586

The earnings of the Cleveland and Mahoning Railroad Company for September, 1860:

Passengers $7,697 54
Freight 14.187 94
Coal 18,074 72
Mail 418 75
Gross $40,378 95
Expenses 12,224 56
Net $28,154 39

The net receipts of the Harlem Railroad for the month of September are as follows:

1859 $97,218 62
1860 105,473 33
Net increase $8,254 71

The net receipts for the same month for the last three years were as follows:

1858 $84,883 21
1859 97,218 62
1860 105,473 83

The following table shows the monthly earnings of the Hudson River Railroad for the years 1858-9 and 1859-60, both years ending on 1st October:

	1858-'9.	1859-'60.
October	$140,782 87	$170,157 48
November	137,094 50	157,443 09
December	197,980 14	232,032 64
January	192,161 14	211,713 68
February	190,588 94	209,422 63
March	175,773 23	161,047 88
April	121,123 24	134,005 77
May	141,268 92	156,081 09
June	115,444 23	120,996 34
July	125,304 57	140,865 92
August	155,163 78	167,219 75
September	156,972 88	180,000 14
Total	$1,849,658 44	$2,050,786 41

The receipts of the Grand Trunk Railway of Canada, for the week ending September 29, 1860, were $80,963 08
Corresponding week, 1859 70,903 84
Increase $10,059 24
Total traffic from July 1, 1860 $802,625 67
Do. for same period last y 595,140 08
Increase $207,485 59

The receipts of the Great Western Railway of Canada, for the month of September, 1859 and 1860, are as follows:

	1859.	1858.
Passengers	$107,134 97	$140,598 85
Freight	61,864 79	108,384 83
Mails and sundries	6,087 80	5,445 72
Total	$175,187 56	$254,429 40

Increase in September, 1860 $79,241 84

The receipts of the Detroit and Milwaukee Railroad for September, 1859 and 1860, are as follows:

Gross Earnings, 1860 $85,707 64
Do. 1859 62,385 08
Increase $23,322 56

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company for the month of September, 1860, compared with the same period of last year, viz:

	1860.	1859.
From Freight	$142,039 42	$129,329 57
" Passengers	87,010 26	86,729 03
" Express	2,500 00	3,250 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 33	5,500 00
" Rents and Miscel.	250 00	678 99
Totals	$246,708 01	$233,312 59
Increase		$13,395 42
Total from Jan. 1st, to Sept. 30, 1860	$1,627,259 95	$1,393,698 08
Increase		$233,560 97

The earnings of this road for September, exceed those of any one month since its completion, and the aggregate increase to Sept. 30, over those of last year, betokens a very satisfactory sum for the fiscal year to end December 31, prox.

Earnings of the New York and New Haven Railway Company for September, 1860:

Passengers $77.051 83
Freight 15,000 00
Total $92,051 83
For September, 1859 90,554 03
Increase $1,497 80

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending October 6, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	87½
Covington and Lexington, 1st Mortgage	6s	75
" " " 1st "	7s	85
" " " 2d "	7s	75
Indianapolis and Cincinnati, 1st Mortgage	7s	65
" " " 2d "	7s	52
" " " 1st "	10s	99
Cinc., Ham. and Dayton, 1st Mortgage	7s	98-100
" " " 2d "	7s	87½
Ohio & Miss., Construction	7s	20
Dayton and Michigan, Endorsed Mort. 81	7s	75

STOCKS.	
Cincinnati, Hamilton & Dayton	76 —77
Little Miami	88½—89
Columbus and Xenia	68 —68½
Indianapolis & Cincinnati	48 —50
Ohio and Miss.	1½
" " " Trustees Scrip	18

Railroads in France.

There are, at the present time, 6,760 miles of railroad in operation in the French Empire, and 3,460 more in process of construction. The total sum expended or to be expended in their construction is $1,156,000,000, of which $718,000,000 had been expended up to the 31st December 1859. The French railroads have therefore cost on the average $106,213 per mile.

Cincinnati and Chicago Railroad.

We learn that all but eighteen miles of this road, between Logansport and Valparaiso, has been covered with iron, and that the bridge over the river at Logansport was finished last week. It is of the McCallum patent, and said to be one of the most substantial structures of the kind in the West. It is expected that the remainder of the track will be laid by the first of December, and every thing in condition to have a grand opening by the holidays.

Cleveland and Pittsburg Railroad.

Among the cheerful signs of the times none will afford our citizens more satisfaction than the figures we are enabled to show relative to the present year's receipts of the Cleveland and Pittsburg Railroad Company. These figures are not officially certified, but *we know* that they are correct.

The gross receipts for the first ten months in 1858, were $613,000 00
For same time in 1859 736,000 00
" " " 1860 832,000 00
The gross receipts for the whole year of 1858 770,000 00
For the year 1859 906,000 00
" " 1860 (2 m'ths estimated) 1,025,000 00
During the year 1858 the indebtedness of the company was reduced. 166,000 00
During 1859 158,000 00
" 1860 241,000 00

This result is the effect of a close economy in the management of the road. Every dollar has been made to tell, but not a dollar withheld that was necessary for efficient, safe and generous working of the road. A man need not be very far-seeing to fortell the future of this road with such data as facts like the above afford. It must be a source of great gratification to Mr. J. N. McCullough, the President of the road, and to the Board of Directors, under whom such results have been brought about, to be able to show the creditors and stockholders of the road figures like the above.—*Cleveland Herald.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,000	—	----
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	----
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,497	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	260,291	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	----	----	1,030,957	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----	----	—	----	----	----	----	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	----	----	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '59	22.5	—	----	—	----	----	----	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	----	270,293	143,787	----	----
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	----	73,826	27,992	6	----
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,510 500	319,444	4,323,922	122.4	----	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	----	844,772	502,579	10	140
31 Dec. '59	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	282,000	96,730	2,564,623	120.0	----	259,860	55,227	—	----
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	----	241,330	127,306	8	----
31 Dec. '59	61.0	—	3.0	—	----	----	----	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	----	61.0	----	107,837	20,027	—	----
31 Dec. '59	46.0	9.0	7.0	—	----	----	----	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	----	59.7	----	90,362	90,362	5	----
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	----	119,146	----	—	----
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,33	3	----
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	----	351,689	139,365	—	41
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	----	—	75,672	—	----
31 Oct. '59	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	----	21,196	—	6	----
								FLORIDA.													
-- -- '59	154.2	—	----	—	----	----	----	*Florida*	----	----	—	----	----	----	----	—	—	—	—	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	----	10,256	1,500	—	----
-- -- '59	26.5	3.9	----	227.0	----	----	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	205,827	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '57	53.0	—	----	—	----	----	----	Augusta and Savannah	1,032,200	*	—	733,700	298,500	----	1,038,200	53.0	----	125,427	69,671	—	----
30 Apr. '59	43.5	—	----	23.7	----	----	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	----
31 Mar. '59	171.0	61.0	----	—	----	----	----	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	----	1,154,621	544,36	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,78	11	110
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,345	454,541	—	----
								ILLINOIS.													
-- -- --	220.0	—	----	—	----	----	----	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	----	----	----	—	----
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	----	1,233,708	453,141	----	88½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,282	—	----
1 Apr. '60	194.0	—	----	—	----	----	----	Chicago and Northwestern	9,344,863	----	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	—	5,603,000	1,397,000	—	7,473,049	228.4	----	1,093,934	309,567	—	72
10 Nov. '58	33.2	—	----	—	----	----	----	Fox River Valley	580,000	*	—	----	580,000	—	----	84.0	----	----	----	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	75½
-- -- '57	175.0	—	----	—	----	----	----	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	----	----	----	—	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	----	1,976,578	556,624	—	83½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	----	----	—	----	----	----	----	—	—	—	—	—	----
-- -- --	148.0	—	----	—	----	----	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
-- -- --	46.6	—	----	—	----	----	----	Peoria and Bureau Valley	----	----	—	----	600,000	----	----	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	----	----	—	----	----	----	----	—	—	—	—	—	----
-- -- '58	186.0	—	----	—	----	----	----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----	----	186.0	----	----	----	—	----
31 Dec. '58	100.0	—	----	—	----	----	----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	----	----	----	Rock Island Bridge	----	----	—	----	----	----	----	oper	by Chic.	& R. Is.	----	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	----	823,767	----	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	----	----	----	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	----	----	108.0	----	----	----	—	----
-- -- --	29.0	—	----	73.0	----	----	----	Cincinnati, Peru and Chicago	----	----	—	----	----	----	----	29.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	----	----	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,43	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	----	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	----	----	----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	----	236,397	80,109	—	----
31 Aug. '57	78.0	—	----	—	----	----	----	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	----	108.0	----	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	----	----	----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	----	2,000,000	64.0	----	----	----	—	----
-- -- '58	86.0	49.0	----	—	----	----	----	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	----	----	135.0	----	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	----	----	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	----	----	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----	----	----	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	----	----	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	----	----	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	----	----	----	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	----	----	—	245,000	755,000	----	----	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	----	----	----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	----	----	----	—	----
-- -- '59	55.0	52.6	----	312.0	----	----	----	Mississippi and Missouri	4,198,000	*	—	----	----	----	----	107.6	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	----	----	----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26.0 00.		----	20.0	----	----	----	—	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	----	----	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '60	29.0	—	----	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	----	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	----	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	----	163,288	94,995	—	----
-- -- '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	----	----	—	----	----	----	----	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	----	----	----	Clinton and Port Hudson	750,666	*	—	----	----	----	----	22.0	----	----	----	—	----
-- -- --	27.0	—	----	—	----	----	----	Mexican Gulf	662,911	*	—	----	----	----	----	27.0	----	----	----	—	----
31 Dec. '58	80.0	—	----	178.0	----	----	----	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	----	225.577	----	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	----	----	763,774	—	----
1 Aug. '58	21.0	—	----	168.0	----	----	----	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,284	99 ,050	21.0	----	----	----	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	—
31 May,'59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,926	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,229	6	—
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*	—	135,000	.....	.....	175,516	12.5	25,437	33,059	16,590	.....	—
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*	—	1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,749	—	—
31 Dec. '58	—	—	—	23.0	...	...	—	Penobscot	308,413	—	—	180,000	143,678	.....	.....	...	...	...	...	—	—
31 May,'59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	—
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May,'59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May,'59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	81
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	384,649	—	224
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,799	8	106
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	.....	134,950	4,929,166	118.3	553 484	915,626	450,096	8	112½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,64*	7	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,222	4½	87
31 May,'60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	.....	5,028,581	120.7	.....	699,152	348,915	—	88
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	286,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,45*	6	108
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,796	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h.	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,554	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	224	Nashua and Lowell	558,920	95,683	—	600,000	.....	.....	698,563	30.0	158,374	229,205	68,516	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,538	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,41*	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	.....	.....	450,000	18.6	32,480	48,358	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	334	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	.....	1,810,200	44.4	216,327	341,834	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,499	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	630,148	8	115½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144.270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	69½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	21½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,242	328,092	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	231,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,158	.....	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	—
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	18,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,726	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266	—	2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,382	108,517	—	19
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025	—	399,140	421,120	46,399	866,659	28.5	32,618	44,705	17,063	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,360	8	57
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	—	—	—	Eastern	525,205	—	—	.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	90
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104½
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*	—	595,587	383,400	303,393	1,282,380	53.8	33.170	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	55
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,606	127,241	—	—
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,396	12	133
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66.45*	—	—
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,67*	10	122½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,167,800	340,000	1,766,225	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May,'59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	131
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,268	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135	436,085						
30 Sep. 58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		32.9	93.894	84,119	11,215		
30 Sep. '59	38.3		34.0					Albany and West Stockbridge	2,392,984	*		1,000,000	1,932,984		2,392,984	ope	r by W	estern.		6	100
30 Sep. '59	34.9	2.6		73.6	4	6	39	Black River and Utica	1,156,148	81,405		804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952		
30 Sep. '59	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000			14.8	20,647	28,858	13,429	5	
30 Sep. '59	142.0		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,700	235.0	487,589	541,249	172,321		
30 Sep. '59	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	4½	
30 Sep. '59	17.4		2.1					Chemung	400,000	*		380,000	70,000		450,000	ope	r. by N.	Y. & E.	24,000	6	
30 Sep. '59	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000			500,000	ope	r. by Re	ceivers.	30,000	6	
30 Sep. '59				63.2				Erie and New York City	287,357	*		352,741	14,000	28 716	395,457						
30 Sep. '59				15.0				Genesee Valley	329,225	*		75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.			
30 Sep. '59	17.3		0.5		4	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000				17.3	57,065	63,803	11,999	6	
30 Sep. '59	144.0		106.5		52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644		150.0	700,224	1,842,636	770,096		63½
30 Sep. '59				73.8				L. Ontario, Auburn & N. York	74,203			75,771									
30 Sep. '59				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856							
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084		13½
30 Sep. '59	297.8	258.1	313.8		211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	89
30 Sep. '59	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837		38
30 Sep. '59	130.8	2.1	30.9		33	93	576	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640		152.9	621,747	975,853	358,792		20½
30 Sep. '59	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,500,000		4,799,287	121.8	347,800	382,932	120,850		
30 Sep. '59	35.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,875		35.9	69,759	109,152	60,829	8	
30 Sep. '59	75.4		2.0		6	4	33	Pottsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571		
30 Sep. '59	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6	
30 Sep. '59	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	
30 Sep. '59	18.0		1.0			2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810		18.0	17,620	12,025			
30 Sep. '59	21.0		1.6		2	3	10	Saratoga and Schenectady	480,684	*		300,000	85,000		385,000	ope	r. by Ren	s. & Sar.	30,150	7	
30 Sep. '59	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000		895,000	54.5	107,506	154,099	7,493		
30 Sep. '59				13.2				Staten Island	114,015	*		50,603	41,200	22,686	114,489						
30 Sep. '59	11.0							Brooklyn and Jamaica	369,856			284,850	85,000			ope	r. by Lo	ng Isl.	37,560	9	
30 Sep. '59	81.3		7.1		13	12	117	Syracuse and Binghampton	2,851,292	*		1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155		
30 Sep. '59	27.2		3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010		
30 Sep. '59	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731	ope	r. b. Hud	s. River.		6	
30 Sep. '59	2.1		2.1					Troy Union	732,114			30,000	680,000		732,114	ope	r. by oth	er Co's.			
30 Sep. '59	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,715		1,498,500	685,000	65,683	2,249,183	96.8	279,280	362,994	154,752	3	
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0							North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '59	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,989	171.0		487,043	209,793		
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '58				43.0				Western North Carolina	190,793	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '59	118 2				17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508		
1 Aug. '59	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356		
31 Mar. '59	60.3				22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3		489,437	249,666	7	75
-- -- '59	37.0			62.1				Cinc. and Indianapolis Junc.								37.0					49
1 May, '59	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '58	135.4	5.8			42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,113,639	575,159	7	99
31 Dec. '59	67.0			18.0	10	6	205	Cleveland and Mahoning	1,920,953	*		580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282		
31 Dec. '59	95.4	1.2	37.9		31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	15½
30 Apr. '59	109.2	79.4			32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,606	7,858,918	188.6		798,155	414,456	6	46
31 Dec. '58	61.4			53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054		
31 Aug. '58	36.6				5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174	36.6		125,940	66,253		
31 Aug. '58	16.0			47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000		
31 Dec. '58	45.0				6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615		
-- -- '59	36.0			84.0				Fremont and Indiana													
31 Aug. '58	32.0				6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573		
30 Nov. '58	13.0			34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '58	83.5		37.8		39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	99
31 Dec. '58	173.8	21.6			33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,282	195.4	556,732	374,198	45,462		
30 Apr. '59	192.3				48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		881,957	312,441		
31 Aug. '58	177.0	8.0			17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,908,736	2,400,000	466,215		125.0					
30 Jun. '58	153.9	52.0			39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9		677,958	211,894		
30 Dec. '58	116.0	9.0			13	20	206	Sandusky, Mansfield & New'k	2,141,811	*		828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371		
30 Nov. '58	55.6			74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '5	19.5			23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8			62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
-- -- '58	243.0				35	18	580	Toledo, Wabash and Western	10,542,000	*		3,573,000	7,650,000		11,223,000	250.0		676,022	159,769		
								PENNSYLVANIA.													
30 Nov. '58	45.0		3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300		1,660,000	400,000	20,000	2,080,000	45.0		87,940	45,000		
31 Aug. '58	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	65
31 Aug. '59	63.5		3.0		22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571		1,700,000	2,271,536	436,228	4,407,764	119.0		337,257	90,438		
30 Sep. '59	52.5		3.2		11	8	66	Cumberland Valley	1,225,971	*		981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	
31 Dec. '59	110.8	2.3	36.0					Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0		1,430,512	881,609		90
30 Nov. '59	36.3		2.3		3	3		East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3					
30 Sep. '59	18.6		4.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '60	36.4	18.6	21.9					Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,883,343	55.5		436,237	153,834	6	54
31 Aug. '58	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267		
31 Aug. '58	30.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '58	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '59	45.7			20.2	15	6		Lehigh Valley		*		1,966,350	1,500,000			45.7		525,846	333,396	6	25
30 Nov. '59	28.0	5.0	13.5		9			Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.			19
31 Dec. '59	20.0		4.0					Lehigh Coal and Navigation	1,380,000		4,455,000	2,479,900	3,619,304	231,582	9,291,156			595,857	503,660	6	52½
30 Nov. '58	24.8	74.5	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838		2,800,000			2,991,150	72.3		556,192	379,976	10	
30 Nov. '58	55.6	10.1	9.7		16	15	531	North Pennsylvania	5,449,061	366,997		3,155,829	2,787,000	377,818	6,320,638	65.7		347,302	188,398		86½
31 Dec. '58	330.0	56.0	350.0		213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,982,517		31,356,832	886.0		5,362,355	2,231,617		52
30 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0			16			Phila., Germant'n & Norris't'n	1,422,977	228,455		1,208,500	374,800	104,720	1,742,333	24.0		288,657	157,194		
30 Nov. '59	147.4	4.0	61.0		149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4		2,724,298	1,245,816		40
31 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy		
31 Oct. '59	98.0	6.0			31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	870,078	8,448,513	—	11 mos.	1,086,168	427,500		42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,907	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '59	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '59	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '59	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '59	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,870	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	62	59	790		South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,006	390,407	.....	130.8	150,142	247,806	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '59	43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May '58	75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950.000	.....	.....	1,780,683	62.0	175,839	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,561	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,826	.....	78.6	159,981	279,945	145,385	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872.000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	13½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	33
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,580	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60 0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,380,160	12	123

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	62½
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅞ in '59, ¾ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	[590,000	---	------	70*
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Hll. Tr. 1st Mort.	392,000	7	1864	----
Cent. Il. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	60
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	80
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,888	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	94
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	'93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	96½
Construction	4,115,000	6	1875	96½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	5†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	23
2d Land Grant (Western Div.)	353,600	†	------	23
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	84½
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	99
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97¾
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	84
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	79
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	60
2d Mortgage	2,175,000	†	1877	46
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	66
1st Mortgage (convertible)	526,000	8†	1862	66
1st Mortgage (convertible)	650,000	8†	1863	66
1st Mortgage (convertible)	1,250,000	8†	1877	66
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	339,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1888	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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-------	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	99
Premium Consolidated Stock	8,000,000	6	1883	99
Real Estate	221,000	6	1883	99
New Convertible	3,000,000	7	1864	104
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	104½
2d Mortgage	4,000,000	7	1859	99
3d Mortgage (convertible)	6,000,000	7	1871	97
4th Mortgage (convertible)	3,729,000	7	1880	87
5th Mortgage	1,277,000	7	1883	83
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	66
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	98
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):	-------	---	------	----
-------	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¾
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'e	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
-------	-------	†	------	----
Peru and Indianapolis:				
-------	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	101¾
Mortgage	1,572,800	6	1860	101¾
Mortgage (convertible)	886,000	6	1860	101¾
Mortgage (convertible)	134,000	6	1860	101¾
Mortgage	3,209,600	6	1870	87
Mortgage (convertible)	3,586,500	6	1886	76¾
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76¾
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	855,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	81
2d Mortgage (convertible)	2,000,000	7†	'68-'70	58
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	55
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ---- ----	----------	---	------	----
---- ---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Oct. 10, 1860.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10.
FEDERAL STOCKS:—						
U. S. 5s, 1874	100¼	102¼	----	102¼	102¼	----
U. S. 5s, 1865	----	----	----	----	----	----
STATE STOCKS:—						
California 7s	94¾	----	93½	94	94	94
Georgia 6s	----	----	102	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	78	78	78½	78	77½	77½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	98½	----	98½	98½	----	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	90½	90½	90½	90½	90½	----
Virginia 6s	91½	90½	91	90½	90½	90½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	87	89	88	88½	88½	88½
Chicago and Rock Isl.	71½	73	71½	73½	72	72
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	125	----	----	----	----
Clev. and Pittsburg	13½	14½	14½	15	15½	15½
Clev. and Toledo	43½	46½	45½	46	45½	46
Del., Lack. and West.	----	----	----	----	90	----
Galena and Chicago	74	75½	75½	75½	75½	75½
Hudson River	63½	64½	64½	63½	63½	63½
Illinois Central (scrip)	82½	85½	83½	83½	83½	83½
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	68½	69½	68½	68½	68½	68½
M. S. and N. I. guar'd	46½	48½	47½	47½	47½	47½
M. S. and N. I.	21½	22	21½	21½	21½	21½
Milwaukee and Miss.	13	13	----	----	13	13
New Jersey Central	----	----	----	----	----	----
New York Central	88½	90	89½	88½	88½	88½
New York and Erie	37½	38	37½	37½	37	37½
N. York and Harlem	21½	21½	23½	20½	20½	20
N. Y. and H. "pref."	50½	51	51½	49½	49½	49½
Panama	----	----	123½	125½	125	125
Phila. and Reading	46½	46½	47½	46½	46½	46½
RAILROAD BONDS:—						
Chic. and N. W. 1st M.	----	59	58	----	58	58
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	80	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	95½	----	----	----	----	----
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. 7p.c. '60	----	----	----	101½	----	----
" 3M. 7p.c. '75	----	----	92	92	----	----
Illinois Centr. 7 p.c. '75	98¾	97	97	----	----	----
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	76½	75½	----
" " 2 M. 48	----	----	----	----	----	----
Mich. Cen. S. F. 8p.c. '82	97	98	97½	97½	97½	98
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	87
" " 2d M. 62	----	----	63½	63	63½	----
" " S. F.	----	----	80½	81	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	104½	----
" 2 M. 7 p.c. '59	99	----	----	----	----	----
" 3 M. 7 p.c. '71	101	----	----	----	----	----
" 4 M. 7 p.c. '80	----	86½	87	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	66	66	----
" " 7 p.c. '71	----	----	67	----	----	67
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	98	98	98	----
" 2 M. 7 p.c. '64	96	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	58	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	104½	104½	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	101	----	----	----	101½	----
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	96½	----	----	----	----	----
Metropolitan Bank	----	111	----	----	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Columbian	----	----	----	----	----	2½
Minnesota	88	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	96	----	----	95	----	----
Cumberland Coal Co.	13½	----	----	----	13	----
Penn'a Coal Co.	----	----	----	82½	82½	----
Pacific Mail S. S. Co.	84	86	86½	86	86	87
Canton	22	----	21½	21	21½	----
Brooklyn Water W's.	----	----	----	----	----	----

The following are the closing prices in the London Market on the 15th September:

United States 5 p. c. red. '74	92½	to	93½
Illinois Central 6 p. c. red. 1875	89	to	90
Do. 7 p. c. red. 1875	89	to	91
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	78	to	80
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	90	to	92
Do. do. 1st mortgage (sinking fund), 1882	94	to	96
Do. $100 shares	62	to	65
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	72	to	74
Do. $100 shares	20	to	25
New York Central, 6 per cent. (sinking fund) 1883	88	to	90
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	78	to	80
New York and Erie 1st mortgage 7 per cent. 1867	93	to	95
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1888, assented	84	to	86
Do. Bonds, 1862, '71, '75 do.	56	to	58
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	93	to	95
Do. $50 shares	38	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, October 13, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

The Break-down in the Stock Market.--Chicago and Rock Island Railroad.

The cause chiefly prominent in the recent collapse in the stock market was doubtless the action of the Chicago and Rock Island Company in reference to the anticipated October dividend. One was paid for the first half of the year, before business had revived, and upon the low scale of earnings for the past two or three years. Dividends had been omitted for several years, and the net earnings had, in common parlance, been applied to place the road and equipment "in first rate order." On the return of dividends, the public mind was fully made up to their regular continuance. Upon such an expectation was based the great advance in the price of the company's shares. Something much better than 7 per cent. per annum was expected—8 and 10 per cent. were claimed—while to the visions of the more extravagant the extras of old times were conjured up. For expectations so well founded to turn out an entire *blank*, without a word of explanation from the company, was enough to shake all confidence in railway matters. The logic in favor of a dividend had been incontrovertible. To get none was at once to raise these doubts in reference to the value of railway property, which carried prices to a ruinous pitch and held them there for several years. The effect was an immediate collapse in the stock market, which has continued to the present time.

But should this case stand for a class? Not, unless all our railroad managers are *rogues* who use the works which they have in charge for their own selfish purposes. This we are by no means willing to admit, however true it may be in the

case of the Rock Island Company. The public have not yet been able to clear out the concern that have always managed this road. The set that have preyed upon it from the beginning still hold on. The road was originally built by contract for the sum of $3,987,688. Its present cost is swelled to $7,000,,000 in addition to the Bureau Valley Branch. The road was a most miserably constructed affair—accepted by the company, which was controlled by the contractors, when half completed. Hence the explanation of the excessive amounts since expended upon it. But this is not all. The contractors in the Rock Island, who were also its controlling directors, undertook the construction of the *Bureau Valley Railroad*. This work began to drag, when the lucky idea suggested itself of making the Rock Island Company foot the bills. The contractors in this having the full swing in the Rock Island, procured a perpetual lease of it to be taken by the latter at the rate of $125,000 per annum, for 47 miles of unfinished road, which we presume has not yet netted the company *a dollar*. Leading directors in the company have been frequently importuned to tell the public something about the cost and revenues of this Branch, but their reports never deign an allusion to it. At the time of the lease no statement was made up of the amount of work necessary to be done to complete the road, and several of the directors, not interested in the contract for its construction, voted against the lease on this account. We presume there is not a soul interested in the Rock Island Company, outside of the few directors, who were privy to the transaction, who can to-day tell what the Bureau Valley Railroad has cost. It cost the company, capitalizing the rental paid at 7 per cent., about $1,800,000 or $40,000 per mile—a pretty good price for an unfinished road, without equipment. The Rock Island was contracted to be built and *equipped* for just about one-half this amount, or $21,000 per mile.

This incubus of the Bureau Valley lease still remains. Last year it eat up one-third the whole net earnings of the Rock Island Company. It is equal to a dividend of about 2 per cent. on its stock, which is the penalty annually paid by the stockholders in the Rock Island Road for the rascality of its managers.

But their schemes and operations did not stop here. The great stock operaters in the road are its managers. They are in the position to blow it up or down just to suit their plans. It is by no means improbable that the dividend paid last spring was not earned, but was declared merely as a stock jobbing affair. The Directors in this way having placed the mselves in a position *to sell out*, the object, as far as they were concerned, was accomplished. That one could have been earned in the winter months, when little is doing on any road and the great expenses of the year are incurred, and not in the succeeding business months with a vast increase of traffic is preposterous. We have no doubt the payment of the April dividend was a mere trick of stock-jobbing. The omission of the expected one in October, may have proceeded from the same motive.

Taking the history of this company we protest against its standing as a representative of others. No greater breach of trust can be committed than has been by the leading directors in this company. Judged by their conduct they are a set of rogues from beginning to end. Whether the stockholders can rid themselves of these fellows remains to be seen. But one thing is certain they ought to stand alone in their disgrace.

Buffalo, New York and Erie Railroad.

The first mortgage bonds of this Company have been called regularly in the dealings of the New York Stock Exchange since Monday the 7th inst. The amount is $2,000,000, bearing 7 per cent. interest, payable semi-annually in June and December and having yet 16 years to run. This issue is chiefly in the possession of the original purchasers. It is claimed by the managers of the company that these bonds are entitled to rank with corresponding issues of the Erie, Hudson River and Harlem, as the interest has always been paid and the business of the road warrants confidence in the future ability of the company to meet its liabilities. The road forms the Buffalo and Rochester Branch of the New York and Erie and connects southward with the lines of Pennsylvania and Maryland, forming with these the most direct route between Philadelphia and Baltimore, and the principal cities of Lakes Ontario and Erie. Its length from Corning to Buffalo is 142 miles which have cost the present company, which is successor to the late Buffalo and Corning, $3,150,762. The net earnings of the road in 1858-59 amounted to $172,311. The gross earnings during the current year have been so far about 20 per cent. over those of the previous year, and for the months of May, June, July, August and September the aggregate increase has been $47,599,—from $214,769 in 1859 to $262,368 in 1860.

With these figures before us we are bound to acquiesce in the claims of the Directors, and have little hesitation in the face of such a substantial increase in profits to predict a future for this line, to which its eligible location and business connections eminently entitle it. The following from "Poon's *History of the Railroads of the United States*," (the first volume of which will be ready for publication next week) gives a concise history of the Company:—

The Buffalo, New York and Erie Railroad Company was organized under the general law, and filed articles of association on the 24th October, 1858. On the 29th of the same month the Company purchased the Buffalo, Corning and New York Railroad, on the foreclosure of its first mortgage, dated 1st April, 1852, to secure bonds to the amount of $998,000, and also the rights acquired under the sale of the Buffalo and New York City Railroad between Buffalo and Attica, a distance of 31½ miles, and claims, under the proceedings described, to have become the owner of that part of the last named road. To connect this with the line of the Buffalo, Corning, and New York Railroad, a road was constructed from Attica to Batavia, about 11 miles, and opened on the 20th June, 1858. To provide the means for the several purchases, and to construct the new road, the Buffalo, New York and Erie Company issued two mortgages, the first to secure bonds to the amount of $2,000,000, and the second for $380,000. Upon the payment of the 1st Mortgage ($500,000) on that portion of the Buffalo and New York City Railroad between Buffalo and Attica, these mortgages will constitute the only lien upon the Road. On the bonds last-named $370,000 have already been exchanged for the first mortgage bonds of the new company. Since the 1st. November, 1858, this company has operated the Buffalo and New York City Railroad from Attica to Hornellsville, and the Rochester and Genesee Valley Railroad from Rochester to Avon, and since its completion the Genesee Valley (now Avon, Geneseo and Mount Morris) Railroad from Avon to Mount Morris.

James River (Va) Coal Trade.

The coal fields of Eastern Virginia occupy the area about the lower James and Appomattox rivers. The mines of this district were perhaps the first worked within the United States. The coal is brought to market over three principal avenues, namely, the James River Canal, the Clover Hill Railroad and the Richmond and Danville Railroad. Before the construction of the latter the Chesterfield Railroad was in use but was subsequently abandoned. Several short railroads are tributary to the canal, but as their tonnage is included in the returns of that work, these need not be further noticed. The coal trade was commenced in 1822, and for several years was carried on by barges on the James river. The Chesterfield Railroad was built in 1831-2. The James River Canal trade commenced in 1844. The Clover Hill Railroad was opened in 1846. The Springfield mines are reached by a short railroad diverging from Hungary, a point on the Richmond, Fredericksburg and Potomac Railroad. Of these which, belong to the New York and Richmond Company, we have no statistics. The quantity of coal brought to market by the principal avenues, exclusive of that brought from the Springfield mines, has been since 1840 as follows:

Year.	Chesterfield Railroad.	James River Canal. Down.	James River Canal. Up.	James River Canal. Total.	Clover Hill Railroad.	Richmond & Danville R. R.
1840..	37,310	.....	.....	.....	.....	.....
1841..	36,438	.....	.....	.....	.....	.....
1842..	34,812	.....	.....	.....	.....	.....
1843..	28,740	.....	.....	.....	.....	.....
1844..	45,197	18,418	130	18,548	.....	.....
1845..	51,327	36,446	204	36,650	.....	.....
1846..	64,164	23,462	365	23,827	26,055	.....
1847..	54,385	27,467	875	28,342	40,056	.....
1848..	51,735	30,797	1,735	32,532	45,937	.....
1849..	44,307	37,997	1,653	39,650	44,392	.....
1850..	38,435	35,937	3,287	39,224	33,654	.....
1851..	25,822	27,531	2,916	30,447	43,770	19,425
1852..	.....	21,752	4,558	26,310	46,703	34,955
1853..	.....	21,096	5,354	26,452	52,100	36,449
1854..	.....	20,533	6,114	26,647	53,478	41,570
1855..	.....	21,152	5,373	26,525	45,430	34,913
1856..	.....	19,084	5,311	26,395	36,857	39,158
1857..	.....	28,828	7,734	36,562	44,836	24,274
1858..	.....	23,792	6,812	30,604	49,022	29,918
1859..	.....	25,161	7,941	33,102	44,992	30,834
Total	512,672	419,455	60,362	479,817	607,282	291,496
Aver.	42,722	26,216	3,772	29,988	43,377	22,388

—making an aggregate tonnage from the sources indicated in the 20 years ending with 1859 of 2,371,084 tons, or on the average 118,559 tons yearly.

Concord and Portsmouth Railroad.

The income for the year ending 31st August, 1860, has been as follows:—

Rent from lessees		$15,500
Sundries, including balance $280 from previous year		499
		$15,999
And the disbursements for the same year.		2,141
Net earnings		$13,858
From this have been paid two dividends:		
Dividend No. 2, in April, 1860, on 22,950 shares	$6,884	
Dividend No. 3, in September, 1860, on 23,000 shares	6,900	
		13,784
Leaving a surplus of		$74

The corporation is successor to the Portsmouth and Concord Railroad Company. It has no debt or liability of any kind except to the stockholders, and is operated under lease by the Concord Railroad Company, which pays as rent therefor $15,500 a year.

Alabama and Florida Railroad.

Mr. C. T. POLLARD, the President of this road, in his annual report to the stockholders, positively announces the completion of the connection between Montgomery and Pensacola by 1st April 1861. Only five miles of the road-bed are in an unfinished condition. The President also announces that he has closed an arrangement for the connection of the road with the Mobile and Great Northern Railroad, within five miles of the Florida line, upon terms entirely satisfactory. The Pensacola *Observer* of 20th ult. says: "We learn that the Alabama end of our road is progressing rapidly under the efficient management of the contractors. Seven miles are now completed and in running order, and we understand sufficient force will be employed to place in running trim three and a-half or four miles per month, which will close up the gap in double quick time."

Proposed Grant to a Florida Railroad.

The Commissioner of the General Land Office has submitted to the Secretary of the Interior for approval, an abstract or list embracing over 420,000 acres of land, to aid in the construction of a railroad from Jacksonville, Fla., to the waters of the Esculia, according to the Act of Congress of 1856, under the grant to the State of Flordia. The lands included in this list are sections and part sections within the six mile limits of the road.

Pennsylvania Railroad,

The Supreme Court of Pennsylvania now in session at Sunbury, delivered an opinion affirming the decision of Judge Pearson in the suit against the Pennsylvania Railroad Company for the tonnage tax overdue. Judge Pearson decided the tax to be constitutional, and the Supreme Court, in affirming the decision, have thus decided that point against the Railroad Company. A considerable amount of money, withheld by the company until this question should be decided, is now due the State, and will, doubtless be paid without delay.

Tolls on the Canals of Ohio.

The following statement shows the amount paid into the State Treasury for tolls, water rents, &c., on the Ohio Canals during the month of September, 1859 and 1860, viz:

	1859.	1860.
Ohio Canal	$5,099 00	$2.473 22
Miami and Erie Canal	8,701 62	17,829 62
Hocking Canal	602 81	1,836 93
Muskingum Improvement	429 55	1,836 82
Walhonding Canal		120 80
West. Res. & Maumee Road.		733 11
	$15,833 07	$34,830 50
		15,833 07
Increase		$18,997 43
The total amount paid into the State Treasury for Canal Tolls, &c., since the 15th of November, 1859, to the 1st of October, 1860, was		$230,527 29
Same period last year		194,949 45
Increase		$35,577 84

Alabama Central Railroad.

The connection between North and South Alabama by railroad is nearly consummated. The Athens *Herald* of the 14th ult. says:

At a meeting of the Mountain Contracting Company in this place on the 4th inst., the books of the Company exhibited the gratifying information that all the stock necessary for the completion of the whole line of road had been subscribed, with the exception of $25,000, which will have to be subscribed in Limestone county.

The *Herald* adds: "The construction of the Central road is placed beyond a reasonable doubt."

Sleeping Cars.

The Mobile and Ohio Railroad Company are desirous of obtaining first class sleeping cars for through trains on their road, proposals for the construction or furnishing of which will be received by L. J. FLEMING Esq., Chief Engineer and Superintendent at his office, Mobile, Ala., until the 20th inst. For particulars, see Advertisement in another column.

Bridge Across the Ohio at Louisville.

The Louisville *Journal* learns that the Nashville road, as soon as the Memphis branch is completed, together with the Jeffersonville road, will be willing to guarantee six per cent. interest on the cost of an iron bridge over the Falls—say $1,000,000. Reliable parties who hold a large amount of the mortgage bonds of the Jeffersonville road, visited Louisville this spring with the view of ascertaining the cost of the bridge and expressed a perfect willingness to furnish the means for the construction of the bridge as soon as the guarantee of the roads entering there could be had.

Cairo and Memphis Railroad.

We were called upon recently by Mr. E. A. Crandall, the agent of the Mississippi Railway, a newly-projected thoroughfare extending from Cairo to Memphis. He reports the prospects for carrying this work through as indeed encouraging. With a party of engineers, which is now engaged in Kentucky opposite Cairo, he has, since June last, traversed the whole route between the two points, feeling the pulse of the people touching this matter, and he assures us that the proper spirit is abroad, and that the road *will be built!* Memphis is alive to the importance of the enterprise, and will, it is believed, furnish fully one-third the means required to prepare the road-bed for the superstructure. The counties of Dyer and Lauderdale are equally enthusiastic, and will lend a liberal aid. About five hundred thousand dollars have already been subscribed as individual subscriptions. This can easily be increased to one million by corporate subscriptions, to say nothing of State aid that might be obtained from Tennessee; and this sum will be about two-thirds of the amount required to place the road in a condition to enable the Company to secure the iron.—*Cairo Gazette.*

Catawissa Railroad.

The Receiver of this Company has been discharged by a decree of the Supreme Court, and the new company will be organized with $2,200,000 of preferred and $1,150,000 of common stock. The preferred stock will be issued at par to the holders of first mortgage bonds, and the unpaid coupons of same, and to the claimants of confidential debts. The preferred stock will be entitled to all the net profits of the road until they reach 7 per cent., after which they are to be divided among the holders of the common stock until they reach 7 per cent., the profits over and above this are to be divided pro rata to both kinds of stock. The common stock is to be given to the holders of the second mortage bonds and to the claimants of unsecured indebtedness at par, and to present stockholders in the ratio of one share to every four now held.—*Philadelphia Bulletin.*

Bay de Noquette and Marquette Railroad.

This work is rapidly progressing.—The engineering corps, L. K. Dorrance, Chief Engineer, having already penetrated nearly two miles beyond the Burt Mountain. They are now engaged in cutting and clearing away the trees and brush, preparatory to commencing the work of excavation and embankment. It is the company's intention to have this three mile extension completed early next spring. In addition to this, the company is making many improvements on the balance of the road now in operation.—*Marquette Journal.*

Detroit and Milwaukee Railway.

The Detroit and Milwaukee Railway was sold on the 4th inst. by arrangement under a decree from the United States Court for the benefit of the bondholders. It was bid in by Wm. Gray, counsel for the road, at a nominal price of $1,000,000. The adjustment of the affairs of the corporation was alluded to at large in our columns a short time since, and the sale is a part of that arrangement, which is entirely amicable and satisfactory. The road will operate as usual under the new arrangement, and is in a fair way to place itself on an independent financial footing, through the medium of the reliable and energetic management now in charge.—*Detroit Free Press.*

Memphis and Vicksburg Railroad.

Much encouragement is manifested by those interested in the final construction of the projected railroad from Memphis to Vicksburg. The length of this road will be about two hundred miles, and its estimated cost about four millions of dollars, or twenty thousand dollars per mile. The citizens along the route are so fully sensible of the advantages to accure from the completion of the proposed enterprise, that they have all agreed, almost without a dissenting voice, that the lands along the line, six miles out from each side of the road extending from Vicksburg to the Tennessee line (190 miles), shall undergo a tax of one dollar and a half per acre. This will at once secure towards its consumation the sum of $2,188,800. The city of Vicksburg will subscribe the sum of $150,000, and it is reasonable to assume that the State of Tennessee will give $100,000 for the ten miles within her limits.

Memphis is expected to subscribe $450,000, which will be so much invested in valuable stock in the road, and it will meet with ready sale at any time after the project is fully complete, would only be tantamount to lending its credit for that amount, as in the case of the Memphis and Charleston road.—*Cincinnati Enquirer.*

Boonville and Tipton Railroad.

The work on this road was commenced on the 3d inst. The estimated cost of the road is $170,000.

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9	" 16 "	1 to 1	22.	" 30 "	1½ to 1
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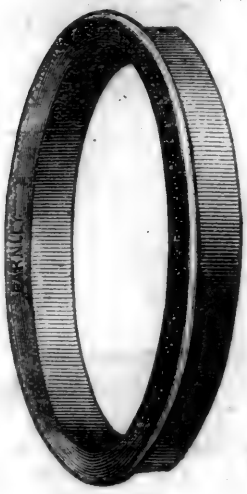
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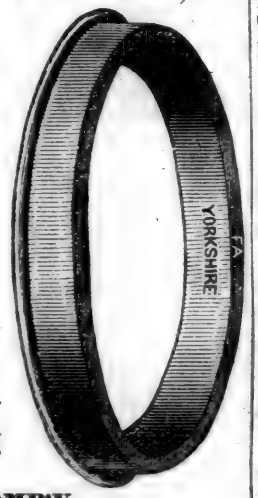
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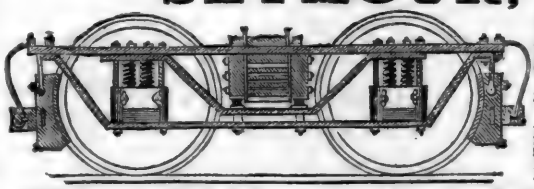
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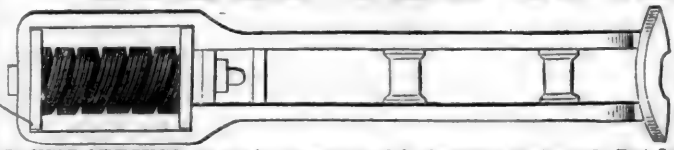
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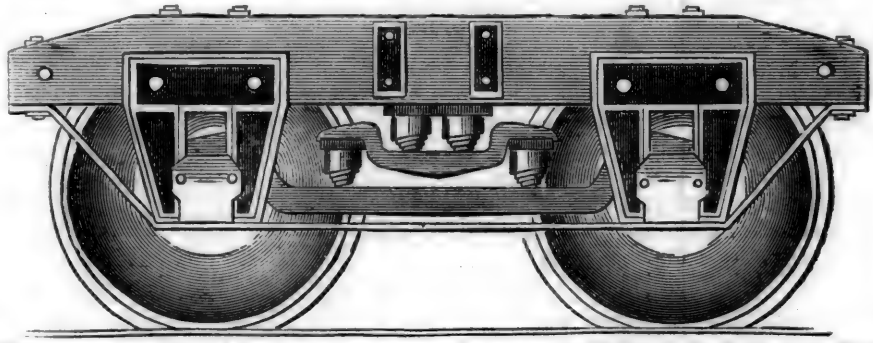
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PRINCIPAL CONTENTS.

La Crosse and Milwaukee Railroad.....921
Railroads of Virginia.....922
Delay in Transportation of Goods.....925
Gas-Light Companies of the United States...926
New York *vs.* Pennsylvania.....926
English and American Railways.....926
The Cities of the Lakes and the Mississippi Valley.....927
The Cotton Crops of the United States.....927
Louisville and Memphis Railroad.....929
Grand Trunk Railway of Canada.....936

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, October 20, 1860.

La Crosse and Milwaukee Railroad.

A committee of the holders of the La Crosse and Milwaukee Land Grant Bonds, composed of Messrs. Charles H. Roberts and others have made a report of which the following are the material points:

The undersigned Committee authorized their Chairman to proceed to Milwaukee in August last in behalf of the bondholders, who recognize an equality in the value of the bonds issued with the Land Grant $4,000,000 mortgage, and represent their interests in the United District Court then in session, and there to take such action as might be best calculated to advance the interests of the bondholders at the hearing in the suit for foreclosure and sale of the road.

On the 13th of August an application was made for a decree authorizing a sale of the western division or Land Grant portion (105 miles) of the road under the $4,000,000 Land Grant Mortgage, and at the same time for a sale of the eastern division (95 miles) under the second mortgage on that portion of the road. To these applications numerous objections were interposed, and certain bondholders, who claim that a distinction ought to be made between the bonds issued with the $4,000,000 land grant mortgage were permitted to come in as defendants with leave to put in an answer and take testimony in relation to their claim. This, with other causes, necessarily operated to postpone the final hearing on the merits in the foreclosure suit, and the same has been set down for argument at the term to be held in November next, when your Committee, in your behalf, propose to attend by counsel, whose special duty it will be to protect your interests. We are happy in being able, through the attention of our sub committee, who made a thorough examination not only as to the legal proceedings in progress, but also of the books and papers at the Receiver's office, of the works and property of the company, of the entire line of road and of the tributaries, which are deemed eminently valuable to the road itself, to communicate much that may be of interest to all the bondholders. The road and property are in the hands of a competent and faithful Receiver, who devotes his whole time to the duties of his office, and who, under the direction of the Court, appropriates the earnings of the road to their proper use, and so that whatever is expended will benefit the parties in interest. This fact saves us from the injury heretofore consequent upon the delay in our legal proceedings, when the earnings of the road were not applied to legitimate purposes, but retained to the injury of unpaid employees, many of whom, however, have received their back dues from the Receiver, under the authority of the Court. These and other legal claims against the company are in the course of adjustment and payment, and ere long the road will be freed, we trust, from numerous minor claims that have been a source of great embarrassment.

By the judicious action of the Receiver the road is gradually emerging from its embarrassments, and we have the satisfaction of believing that before long net earnings enough will have accrued to justify the expectation that some portion of the interest accrued upon the company's securities can be paid. By the books in the Receiver's office it appears that there remained in the hands of Selah Chamberland, Lessee of the road, of its net earnings from Oct. 1, 1857, to Dec. 1, 1859, while the same was in his possession, after deducting all the disbursements claimed by him, the sum of $262,189 86, and that such sum yet remains in his hands, subject to his claims against the company, which are large, but which it is believed are utterly unfounded as against the bondholders and other creditors of the company.

The road was in the possession of P. Dow, agent for the Trustees of the bondholders from Dec. 1, 1859, to June 9, 1860. On the 11th, it was delivered over to the Receiver. Of the net receipts from the road during this agent's administration, he has in hand the sum of $28,830 04. Your committee know of no reason why these moneys are not applicable to the wants of the company and the debts due the bondholders.

The work shops and engine house of the company are sufficient for present purposes. The deficiency heretofore existing in the rolling stock of the road has been in a great measure obviated by the purchase of three locomotives, and by the conversion of platform cars into freight cars, and by such additions, within the limits authorized by the Court, as have put the road in condition to better answer the requirements that will be made upon it by the unusually large crops of that region seeking a market, and which must be carried over the road. The receipts of the road are evidently on the increase. We have partial returns up to the 27th of September, and have good reason to believe that the Receiver's estimate of $125,000 for that month is not too large. The road itself, particularly the Land Grant division, was found to be in much better order than was expected. The road is well graded and ballasted and generally in excellent condition. More depot accommodations are needed at La Crosse for facilitating traffic with the upper Mississippi, and workshops on the western end of the road would greatly contribute to its economical management.

The value of the Land Grant portion of the road regarded as a connecting link between the eastern division and the Mississippi can hardly be overstated. As such link, it must be the channel through which the vast products of North Western Wisconsin and of Minnesota, whose agricultural wealth, brought over roads whose termini will centre near La Crescent, must ultimately find their outlet at La Crosse; and when either the two divisions under one management, shall pass into the hands of its real owners, or the Land Grant portion shall find an outlet by the way of Madison to Chicago, the Land Grant bondholders will find their securities of far more value than is now indicated by their market price. Their present depression may be attributed to the protracted litigation, to the singular claim of the eastern division to the ownership of the whole of the rolling stock, and to the pertinacity with which unfounded claims against the company are pressed—not so much, we think, in the hope of ultimate success in the Courts, as by delay, produced with a view to wearying the bondholders into a compromise, and to the most remarkable of all the demands made by those who are instrumental in protracting the contest, that of insisting that of the bonds issued with the $4,000,000 Land Grant mortgage, some are worth more than others. A careful examination of the intrinsic and prospective value of the road from Portage City to La Crosse, when taken in connection with the Land Grant attached, covering 307,200 acres of land, which, it is not doubted, may be secured for the benefit of the bondholders, renders it difficult to see any so powerful reason for the present unnatural depression of the bonds, as this claim of a distinction in the issues.

A large majority of the bonds held by those whom we represent are of the low numbers, but they seek no invalid or unfair distinction, and hence we are advised to press on with all reasonably dispatch to a settlement of all the questions in controversy.

Railroads of Virginia.

The following table exhibits the length of railroad in the commonwealth of Virginia at the end of the fiscal year 1859. It distinguishes the completed, progressing and total length and the main and branch lines.

Railroads.	Miles of road completed.	Miles of road in progress.	Total length projected.	2d track and sidings now in use.
Alexandria, Loudoun and Hampshire	22.60	18.91	160.00	0.61
Alexandria and Washington	6.00	.....	6.00	....
Blue Ridge	16.81	.....	16.81	0.20
Clover Hill	18.50	.....	18.50	3.00
Covington and Ohio	.....	31.00	224.00	....
Fredericksburg and Gordonsville	.....	45.00	45.00	....
Manassa Gap	77.77	61.53	139.30	3.25
Harper's Ferry Branch	.....	44.12	44.12	....
Front Royal Branch	1.00	.....	1.00	....
Gainesville Branch	7.96	.....	7.96	....
Norfolk and Petersburg	80.00	.....	80.00	4.81
Northwestern Virginia	103.50	.....	103.50	7.21
Orange and Alexandria	88.30	.....	88.30	4.00
Lynchburg Extension	.....	59.50	59.50	....
Warrenton Branch	8.90	.....	8.90	0.25
Petersburg	62.00	.....	62.00	5.00
Gaston Branch	18.00	.....	18.00	2.00
Richmond and Danville	140.50	.....	140.50	11.92
Midlothian Branch	1.14	.....	1.14	0.08
Manchester Branch	1.55	.....	1.55	
Richmond, Fredericksburg & Potomac	75.00	.....	75.00	4.50
Springfield Branch	3.50	.....	3.50	....
Richmond and Petersburg	22.14	.....	22.14	2.30
Port Walthal Branch	2.75	.....	2.75	0.80
Richmond and York River	23.66	14.64	38.30	0.23
Roanoke Valley	22.00	.....	22.00	....
Northern Extension	.....	31.00	31.00	....
Seaboard and Roanoke	80.00	.....	80.00	5.00
South Side	123.00	.....	123.00	3.00
City Point Branch	9.00	.....	9.00	0.50
Virginia Central	179.19	10.00	189.19	16.05
Virginia and Kentucky	.....	.....	130.00	....
Virginia and Tennessee	204.24	.....	204.24	9.26
Salt Works Branch	9.42	.....	9.42	0.60
Winchester and Potomac	32.00	.....	32.00	2.50
Total	1,440.43	315.70	2,197.62	87.07

To the sum of completed railroad ought to be added, though not considered as belonging to Virginia, the Baltimore and Ohio Railroad, 287 miles, the Hempfield Railroad, 10 miles, and the Pittsburg and Steubenville Railroad 7 miles. With these the completed railroad within Virginia (including short sections of the Seaboard and Roanoke, the Petersburg and the Roanoke Valley Railroads which extend into North Carolina) has a length of 1,744 miles. And there ought also to be added to this total the length of road completed since the end of last year, namely of the Alexandria, Loudoun and Hampshire 18.91, and the Lynchburg extension 59.50 or a total of 78.41 miles. Including these the present length of road open for business is 1,822¾ miles. The length of second track, sidings, etc., not included in the above estimate, amounts to 87 miles. The coal mining railroads extending from the mines to the James River Canal, of which there are several, do not properly belong to the class of roads noticed in the above table and are therefore excluded. They may probably have a total length of 10 or 12 miles. There is also a short coal railroad in Hampshire county.

The amount of rolling stock owned by the railroad companies in Virginia is shown in the table which follows:—

Companies.	Engines.	Pass'ger cars.	Freight cars.	Other cars.
Alexandria, Loudoun and Hampshire	2	1	..	..
Alexandria and Washington	..	12	..	..
Manassa Gap	9	5	177	44
Norfolk and Petersburg	5	2	61	14
Orange and Alexandria	12	10	107	6
Richmond, Fredericksburg and Potomac	11	10	160	14
Richmond and Petersburg	10	7	144	44
Richmond and Danville	22	11	382	37
Richmond and York River	2	1	23	..
Roanoke Valley	2	1	8	3
South Side	19	10	204	78
Virginia Central (including Blue Ridge)	27	13	187	40
Virginia and Tennessee	35	22	335	50
Winchester and Potomac	5	4	40	9
Total	161	109	1,828	389

—being a total of 161 locomotive engines and 2,276 cars of all descriptions. The Northwestern Virginia Railroad is operated by the Baltimore and Ohio Railroad Company which also furnishes the rolling stock.

The cost of the several railroads including the cost of equipment, on the 30th September, 1859, was as follows:—

Railroads.	Cost.	Railroads.	Cost.
Alexandria, Loudoun and Hampshire	$1,348,788	Richmond and Danville, with branches	3,659,668
Alexandria & Washington.	120,000	Richmond, Fredericksb'g and Potomac	$1,985,579
Blue Ridge	1,604,761	Richmond and Petersburg and Branch	1,222,523
Clover Hill	185,000	Richmond & York River.	725,394
Covington and Ohio	1,905,643	Roanoke Valley.	476,612
Fredericksb'rg & Gordonsville	221,572	Seaboard and Roanoke	1,469,246
Manassa Gap and Branch.	3,153,228	South Side and Branch	4,239 537
Norfolk and Petersburg	1,973,983	Virginia Central	5,362,910
Northwestern Virginia	5,683,753	Virginia and Kentucky	105,601
Orange & Alexandria and Branch	3,335,090	Virginia and Tennessee	6,854,975
Lynchburg Extension	2,919,925	Salt Works Branch	245,552
Petersburg	1,259,854	Winchester and Potomac.	575,830
		Total	$50,634,934

The capital invested in these several railroads has been raised in the following means—

	Share Capital.	Funded Debt.	Floating Debt.	Total Capital.
Alex., Loud. & Hamp.	$1,404,018	$	$129,020	$1,533,038
Alex. and Washington.	120,000			120,000
Blue Ridge	1,604,761			1,604,761
Covington and Ohio	1,905,643			1,905,643
Fredericksb.& Gordonsv.	219,665			219,665
Manassa Gap	2,969,861	775,500	118,789	3,864,150
Norfolk and Petersburg.	1,500,123	590,610	153,011	2,243,744
Northwestern Virginia.	485,963	3,909,300	1,294,223	5 689 486
Orange and Alexandria.	1,981,168	2,364,584	324,747	4,670,499
Petersburg	883,200	102,500	45 501	1,031,201
Richmond and Danville.	1,980,997	907,491	42,058	2,930,546
Rich. Fred. & Potomac.	1,041,880	648,960	96.828	1 782,668
Richm. and Petersburg.	836,100	204,808	26,853	1,067,761
Richm. and York River.	657,812	85,000		742.812
Roanoke Valley	425,523	55,700	14,500	495.723
Seaboard and Roanoke.	833,700	472,811	52.926	1,359,437
South Side	1,365,300	1,851,500	292.842	3,509,642
Virginia Central	3,132.445	1,247,000	43,605	4,423,050
Virginia and Kentucky.	105,601			105.601
Virginia and Tennessee.	3,450,869	2,936.530	671,218	7,058.617
Winchester and Potomac	300,000	203,333	24,736	528,069
Total	$27,204,629	$17,650,627	$3,330,857	$48,186,113

The State's interest in these companies amounts to $19,745,563, of which $14,603,419 is the amount paid for *ordinary* stock and for payments on account of works exclusively made on State account; $1,290,000 the amount paid for *preferred* stock; $3,212,908 payments on account of loans; $300,000 liabilities on account of guarantees, and $339,236 bonds issued to the State for dividends. The interest of the State in the several companies which have been aided by the public treasury is shown separately in the following table:—

Companies.	Ordinary Stock.	Preferred Stock.	State Loans.	Dividend Bonds.	Total Investm't.
Alex.,Loud. & Hamp.	$840,248	$	$	$	$840.248
Fred. & Gordonsville	131,799				131,799
Manassa Gap	1,632,000	250,000			1,882.000
Norfolk and Petersb.	899,970		300,000		1,199,970
Orange and Alex.	652.316	210,000	400,000	31,600	1,293,916
Rich.,Fred.& Potom.	275,200			130,720	405,920
Richm. & Petersb'rg	385,600			33,408	419,008
Richm. & Danville	1,188,599		600,000		1,988,599
Richm. & York Riv.	274,167	200,000			474.167
Roanoke Valley	177,402	130,000			307.402
South Side	803,500		800,000		1,603,500
Virginia Central	1,878,448			143,508	2,121,956
Virginia and Tenn.	1,770,425	500,000	1,029,575		3,300.000
Winchester and Pot.	120,000		88,333		208,333
Blue Ridge	1,604,761				1,604,761
Covington & Ohio	1,905,643				1,905,643
Virginia and K'y	63,341				63,341
Total	$14,603,419	$1,290,000	$3,212,908	$339,236	$19,745,563

In the aggregate total there are included the guarantees of the State to the amount of $300,000, namely for the Richmond and Danville Railroad $200,000, and for the Virginia Central Railroad $100,000.

The earnings of those roads which have been operated within the year ending 30th September, 1859, have been as follows—

Railroads.	Miles operated.	Gross Earnings.	Current Expenses.	Earnings over Expenses.	Dividends. Amount.	Dividends. Rate.
Manassa Gap	86.73	$136,998	$93,836	$43,062	mil.	mil.
Norfolk and Petersburg	80.00	54,132	31,405	22,727	mil.	mil.
Northwestern Virginia	108.50	240,171	198,270	41,901	mil.	mil.
Orange and Alexandria	97.20	288,708	131,572	157,226	mil.	mil.
Petersburg	80.00	329,035	132,164	196,871	$70,656	8
Richmond and Danville	143.19	554,203	261,215	292,988	mil.	mil.
Richmond, Fred. and Potomac	75.00	279,945	134,560	145,385	mil.	mil.
Richmond and Petersburg	24.91	157,542	75,056	82,486	48,805	6
Roanoke Valley	22.00	21,667	11,041	10,616	mil.	mil.
Seaboard and Roanoke	80.00	240,446	119,393	121,053	57,234	7
South Side	132.00	410,167	208,823	201,344	mil.	mil.
Virginia Central	195.00	652,605	269,708	382,797	139,975	4
Virginia and Tennessee	218.66	672,894	394,185	278,709	mil.	mil.
Winchester and Potomac	82.00	56,369	55,765	594	mil.	mil.
Total	1,265.19	$4,094,252	$2,116,443	$1,977,809	$354,612	....

From this table the following results are obtained:—

Gross earnings per mile of road operated	$3,236
Current expenses " " "	1,673
Net earnings " " "	1,563
Amount of share capital on which dividends were paid	$6,727,325

1. *Alexandria, Loudoun and Hampshire R. R.*

Chartered 15th March, 1853. Capital authorized $3,500,000 (subscribed $1,500,000 and paid in $1,404,018); funded debt, none; floating debt $129,020. The main line of this road will extend from Alexandria to Paddytown on the Upper Potomac. The maximum grade westward is 80 feet for 3.7 miles, and eastward 53 feet for 10.67 miles. The maximum radius is 22,920 feet and the min. radius 1,000 feet. The total cost of the road, equipment, etc., to the 30th Sept., 1859, was $1,348,788. At this date, 22 miles were laid with rail; it has since been completed to Leesburg and Clark's Gap 41.51 miles.

2. *Alexandria and Washington Railroad.*

Chartered 27th Febr'y, 1854. Extends from Alexandria to Washington 6 miles, and has now been in use about 4 years. Nothing relating to its financial condition could be ascertained.

3. *Blue Ridge Railroad.*

Chartered 5th May, 1849. Extends from Mechum's River to Waynesboro' 16.81 miles and includes one of the most extensive tunnels in the Union. It has been constructed entirely at the cost of the State and is operated as a part of the Virginia Central Railroad, that company paying certain tolls for its use. Cost of road and tunnel works $1,604,761. Max. grade westward 75 feet for 4.21 miles and eastward 72 feet for 1.5 mile. Max. radius 573 feet, and min. radius 546 feet for 0.14 mile. The tunnel was completed on the 13th April, 1858. The railroad had been completed in 1853, and in the meanwhile a temporary track was laid over the mountain at Rock Fish Gap with grades of 300 feet to the mile. This is now abandoned. The tolls earned during 1859 amounted to $36,891 or about 2¼ per cent. on its cost. Of this sum about one-half was expended in finishing the work under contract with the Board of Public Works.

4. *Clover Hill Railroad.*

Chartered 5th February, 1841. Extends from the Clover Hill coal mines to the Richmond and Petersburg Railroad, a distance of 18½ miles. It is used solely for the transportation of coal. The company has also a large area of mining land.

5. *Covington and Ohio Railroad.*

Chartered 15th February, 1853. This road is entirely under the control and management of the Board of Public Works. The length of the main line from Covington to the Ohio River is 224 miles. No part is finished: the work is in progress from Covington to White Sulphur, and to that point will be opened in July, 1862. Max. grade going west 60 feet and east 30 feet. Total length of tunnels, 21,388 feet—longest 5,280 feet and average length 1,645 feet. Estimated cost of single track, but with double track masonry, including superstructure, water stations, depots, etc., $11,612,636. Estimated cost of equipment, engine houses, etc for a business that would pay 6 per cent. on the cost of the road and the additional expense of making tunnels of double track width $1,344,000. Total estimated cost $12,956,636: amount expended to the 30th Sept., 1859, $1,905,643.

6. *Fredericksburg and Gordonsville Railroad.*

Chartered 1st March, 1853. No part of this road is in operation. It will extend between the two points a distance of 45 miles. The amount expended on construction is $221,572. Work has been suspended since 1857, but an effort is now being made to obtain capital for its further prosecution. Capital authorized $400,000 of which subscribed $234,700 and paid in $219,665.

7. *Manassa Gap Railroad.*

Chartered 9th March, 1850. Will extend from Alexandria to Harrisonburg 139.30 miles, with branches to the Orange and Alexandria Railroad from Gainesville 7.96 miles, from Front Royal to the Shenandoah River 1 mile, and to Harper's Ferry 44.12 miles. The main line from Gainesville to Jackson's River 77.77 miles, is in operation, and also the Gainesville Branch which at present is used as a part of the main line, making the whole length in use from the junction with the Orange and Alexandria Railroad 85.73 miles, or including the Front Royal Branch (completed) 86.73 miles. The eastern extension from Gainesville to Alexandria remains incomplete and has so far cost $520,000: on the branch to Harper's Ferry $373,000 have been expended. The max. grade westward is 84 feet for 2.9 miles and eastward 70 feet. Max. radius on the main line 34,380 feet and min. (otherwise than at a depot) 1,045 feet. Capital authorized by charter and subsequent acts $3,450,000 (subscribed $3,100,000 and paid in $2,969,861); funded debt $775,500; floating debt $118,789. Cost of road, equipment etc. $3,158,228 The company uses the Orange and Alexandria Railroad from the junction to Alexandria 27 miles, and pays therefor 62 per cent. of the charges for freight carried over it. The earnings for 1859 were—from passengers $27,592, from freight $105,331, from mails $3,476. Total earnings for 1855 $102,675, for 1856 $127,914, for 1857 $131,836, for 1858 $125 599 and for 1859 $136,398.

8. *Norfolk and Petersburg Railroad.*

Chartered 17 March, 1851. Extends from Norfolk to Petersburg 80 miles. Maximum grade either way 37 feet to the mile, and straight line for 74 miles. Maximum radius on the curved part 34,380 feet, and minimum radius 3,274. Capital authorized $1,500,000 (all paid in); funded debt $590,610; floating debt $153,011. Cost of road, equipment, etc., $1,973,982 which includes discounts, interest, etc., to the amount of $155,047. Earnings for the year, from passengers $25,838, from freight $15,180, from mails $6,112, and from other sources $7,001.

9. *Northwestern Virginia Railroad.*

Chartered 14th February, 1851. Extends from Grafton on the Baltimore and Ohio Railroad to Parkersburg on the Ohio River, a distance of 103.5 miles. Maximum grade westward 58.8 feet and eastward 52.8 feet to the mile. Maximum radius 17,761 and minimum radius 1,000 feet for 17¼ miles. The line has 22 tunnels of an aggregate length of 17,501½ feet; largest 2,700 feet and shortest 761 feet. The road is operated by the Baltimore and Ohio Company and may be considered as the southern arm of that line. Capital authorized $1,500,000 (subscribed $520,580, and paid in $483,963); funded debt $3,909,300; floating debt $1,294,221. The earnings are scarcely sufficient to pay working expenses.

10. *Orange and Alexandria Railroad.*

Chartered 27th March, 1848. Capital authorized $2,957,500, viz: for main line $1,457,500, and for Lynchburg extension $1,500,000, (subscribed $2,025,227, and paid in $1,981,165); funded debt $2,364,584; floating debt $324,747. Total cost of road, equipment, etc., $6,255,015. The length of this line from Alexandria to Gordonsville 88.30 miles and a branch to Warrenton 8.9 miles were completed and in use during the year. The line from Charlottesville to Lynchburg 59½ miles was completed in the summer of 1860. Between Gordonsville and Charlottesville 22 miles, the company use the Virginia Central Railroad, paying therefor 68 per cent. of the gross earnings. The entire distance from Alexandria to Lynchburg by this route is about 170 miles. The maximum grade is 66 feet and the minimum radius 1,000 feet. These are the extremes on both the main line and extension. The first 27 miles from Alexandria are used in common with the Manassa Gap Company which pays therefor 62 per cent. of the gross earnings. Earnings in 1859 from passengers $162,197, from freight $112,875, from mails, etc., $13,746. Total earnings for 1855 $211,505, for 1856 $276,639, for 1857 $273,244, for 1858 $258,996, and for 1859 $288,797.

11. *Petersburg Railroad.*

Chartered 10th February, 1830. The road extends from Petersburg to Weldon 62 miles with a branch to Gaston 18 miles. This branch was built under a separate charter by the name of the Greenesville and Roanoke Railroad and purchased

by this company in 1854. The alignment is very direct and no grade exceeds 80 feet to the mile. Capital $883,200; funded debt $102.500; floating debt $45,591. Cost of road, equipment, etc., $1,-031.201. Earnings in 1859 from passengers $129,-6 7. from freight $175,169, and from mails, etc., $24,259. Total earnings in 1855 $263,874, in 1856 $301,298, in 1857 $289,317, in 1858 $910,988, and in 1859 $329,135. The first dividend was paid on the 1st November 1835 and including this thirty-nine in all have been paid, amounting in the aggregate to $945,938.

12. *Richmond and Danville Railroad.*

Chartered 9th March, 1847. Length of main line from Richmond to Danville 142.50 miles, and of branches 2.69 miles. Maximum grade west 52.8 and east 60 feet to the mile. Capital authorized $2,000,000 of which $1,980,997 is paid in. Funded debt $907,491, and floating debt $42,058. Cost of road, equipment, etc., $3,659,668. Earnings for 1859 from passengers $181,799, from freight $352,881, from mails $19,523. Total earnings for 1855 $327,445, for 1856 $435,968, for 1857 $461,918, for 1858 $491,674, and for 1859 $554,203. It is proposed to extend this road west and connect with the East Tennessee and Virginia Railroad.

13. *Richmond, Fredericksburg and Potomac R. R.*

Chartered 25th February, 1834. Extends from Richmond to the mouth of Acquia Creek of the Potomac 75 miles. Capital authorized $2,000,000 (paid in $1,041,800 of which $43,700 is guaranteed to pay 7 per cent). Funded debt $643,960; Floating debt $96,829. Cost of road, equipment, etc., $1,985,519. Gross earnings in 1859 from passengers $208,287, from freight $44,633, from mails $27,025. Total earnings in 1855 $233,769, in 1856 $211,929, in 1857 $287,372, in 1858 $284,-966, and in 1859 $279,945. The amount now at credit to profit and loss is $490,279, chiefly applied to construction. The Springfield Branch (belonging to the New York and Richmond Coal Company) connects with this road at Hungary and is operated by this company.

14. *Richmond and Petersburg Railroad.*

Chartered 14th March, 1836. Length from Richmond to Petersburg 22.15 miles. Branch to Port Walthall 2.76 miles. The Clover Hill Railroad extending from Chester 13 miles south of Richmond to the Clover Hill terminus 18½ miles, is operated in connection with this road. Maximum grade going south 36.7 feet and north 34.24 feet. Maximum radius 10.460 and minum radius 1,910 feet. Capital authorized $1,775,000 (paid in $835,750); funded debt $204,808; floating debt $26,854. Total cost of road, equipment, etc., $1,222,523. Gross earnings in 1859 from passengers $86,650, from freight $73,755, from mails $7,-850, and from other sources $6,008. Total earnings in 1855 $138,696, in 1856 $154,947, in 1857 $163,265, in 1858 $150,417, and in 1859 $175,750 The sum of $160,087 has been carried from the dividend account to profit and loss.

15. *Richmond and York River Railroad.*

Chartered 31st January, 1853. Extends from Richmond to West Point (the junction of the Pamunky with York River) 38.3 miles. Length completed 23.66 miles. The maximum grade is 28 feet per mile and the minimum radius 955 feet. Authorized capital $700,000 of which $200,000 is preferred stock subscribed by the State. Capital paid in $657,812. Funded debt $85,000. Total cost of road, etc., to date $725,394. $200,000 additional is reqnired to complete it.

16. *Roanoke Valley Railroad.*

Chartered 4th March, 1851. Extends from Manson N. C., on the Gaston and Raleigh Railroad to Clarkesville, Va., 22 miles. Capital authorized $430,000 of which $130,000 is preferred and taken by the State. Total capital paid in $425,525; funded debt $55,700; floating debt $14,500. Total cost of road and equipment $476,612. The share capital has been increased for the purpose of extending the road northwardly 31 miles to Keysville station on the Richmond and Danville Railroad 73 miles southwest from Richmond—all of which is now under contract. Gross earnings from passengers $5,038, from freight $15,439, and from mails $1,179. Total earnings in 1856 $6,905, in 1857 $17,251, in 1858 $18,743, and in 1859 $26,503.

17. *Seaboard and Roanoke Railroad.*

Chartered 27th March, 1846. This was originally chartered under the name of the Portsmouth and Roanoke Railroad, which was purchased and reconstructed by its present owners. It extends from Portsmouth to Weldon 80 miles, with a maximum grade of 30 feet. Capital—common stock $608,700 and preferred 7 per cent stock $225,000; funded debt $478,061; floating debt $19,725. Total cost of road, etc., to date $1,463,995. Gross earnings 1859 from passengers $92,772, from freight $129,764, and from mails, etc., $17,910. Total earnings in 1856 $203,666, in 1857 $212,701, in 1858 $230,474, and in 1859 $240,446. The dividend on the preferred stock has been regularly paid, and 7 per cent. was paid last year in the ordinary stock.

18. *South Side Railroad.*

Chartered 5th March, 1846. The main line extends from Petersburg to Lynchburg 123 miles, and a branch from Petersburg to City Point 9 miles. The latter is the old City Point or Appomattox Railroad, which was purchased by this company in 1855, for $175,000, and is virtually a continuation of the main line to tide-water. Maximum grade westward 31.68 feet and eastward 47.52 feet. Whole descent and ascent 2,748 feet. Capital authorized $1,400,000 (paid in $1,365,300); funded debt $1,851,500; floating debt $292,842. Gross earnings in 1859 from passengers $179,017, from freight $212,150, from mails $2,000. Total earnings in 1855 $151,837, in 1856 $184,132, in 1857 $355,270, in 1858 $375,296, and in 1859 $410,166. It is crossed by the Richmond and Danville Railroad 71 miles east of Lynchburg, and connects at Lynchburg with the Virginia and Tennessee Railroad forming part of the line from tide-water to Memphis etc.

19. *Virginia Central Railroad.*

Chartered (under the title of Louisa Railroad) 18 February, 1836. This road now finished 195 miles, (including the Blue Ridge Railroad) from Richmond will be extended by July, 1862, to Covington a total distance of 206 miles. The actual length of the road belonging to this company and in operation is 178.19 miles. Maximum grade west 83 feet for 1¼ mile, and east 72 feet. Maximum radius 19.100 feet, minimum radius 716 feet. The company have on the main line west of Staunton a short temporary track for 1½ miles, the grades in which are as high as 308 feet to the mile, and curves of 400 feet radius. Capital authorized $3,400,000 (paid in $3,132,445); funded debt $1,247,500; floating debt $43,606. Total cost of road, etc., $5,364,260. Gross earnings from passengers in 1859 $306,312, from freight $319,-021, from mails $21,638, and from other sources $6,096. Total earnings in 1855 $379,366, in 1853 $508,413, in 1857 $540,841, in 1858 $587,038, and in 1859 $652,405. The net earnings in 1859 amounted to $382,797 which is equivalent to 7 per cent. on the cost of the road.

20. *Virginia and Tennessee Railroad.*

Chartered 24th March, 1848. This road is a continuation of the South Side Railroad from Lynchburg to Bristol on the Tennessee line where it connects with the East Tennessee and Virginia Railroad. The length of the main line is 204.24 miles and of the Salt Works Branch 9.42 miles. Maximum grade west 68 feet for 48 66 miles, and east 60 feet for 46.49 miles. Maximum radius 5,730 and minimum radius 716 feet. Capital authorized $5,000,000 (subscribed $3,503,200, and paid in $3,450,869), of which the State holds $2,298,-900 ($555,000 preferred). Funded debt $2,690,-030; floating debt $671,218. Cost of road, etc., $7,100,527. Gross earnings in 1859 from passengers $297,260, from freight $323,966, from mails $10,-999, from other sources $10,669. Total earnings in 1855 $255,920, in 1856 $322,049, in 1857 $299,-478, in 1858 $168,184, and in 1859 $672,894. The net earnings in 1859 were $278,759 or about 4 per cent. on the total investment.

21. *Virginia and Kentucky Railroad.*

Chartered 3d March, 1853. The location of this line is not yet completed. It is to commence at a point on the Virginia and Tennessee Railroad not east of Abingdon and to end at the Cumberland Gap in the most extreme Southwestern corner of the State. A small amount of work has been done in the neigborhood of Moccasin Gap in Scott County at a cost of $105,601. The work is now suspended.

22. *Winchester and Potomac Railroad.*

Chartered 8th April, 1831. Length from Winchester to Harper's Ferry 32 miles. Maximum grade west 26 feet and east 21 feet. Laid on sleepers resting on iron-ties with a rail weighing 16½ pounds to the yard. Capital authorized and paid in $300,000 of which the State owns $120,-000. In 1838 the State loaned the company $150,000. No dividends or interest was earned, and in 1847 the payment of these was commuted for an annuity of $5,000. Funded debt (besides the capitalized annuity) $144,736; floating debt $24,736. Cost of road, etc., $575,830. Gross earnings in 1859 from passengers $19,084, from freight $32,735, from mails $3,200, from other sources $11,950. Total earnings in 1855 $78,112, in 1856 $63,555, in 1857 $69,010, in 1858 $57,426, and in 1859 $56,369- Net earnings 1859 $594.

Illinois River Railroad.

The Illinois River Railroad is now open for travel. This road extends from Peoria to Jacksonville, and connecting at the former city with the Bureau Valley Railroad, and so with the Rock Island Road, forms a continuous line of rail from Chicago. This road passes through the richest agricultural region in the State, and with the completion of the Jacksonville and St. Louis Railroad will form a new and very direct route between Chicago and St. Louis.

Journal of Railroad Law.

Delay in Transportation of Goods; Company not liable for injuries to, occasioned by a Flood, while in their depot.

A case has recently been determined in the Supreme Court of Massachusetts, in which the action was brought to recover damages received by the plaintiff's wool while being transported from Suspension Bridge to Boston.

The wool was received by the New York Central Railroad Company at Suspension Bridge on the 27th of January, 1857, and it arrived at Albany on the 6th of February following; and while there in the company's freight depot, was submerged by a sudden and violent flood in the Hudson River, which caused the injury to the wool. The plaintiff brought his action against the company charging them with negligence in not sooner forwarding his wool from Suspension Bridge to Albany, in which case the wool would have been carried forward before the flood and no injury received, the time required for transporting merchandise, in the usual course of business from Suspension Bridge to Albany being forty-eight hours.

The defendants introduced evidence tending to show that the wool was carried safely and without delay over their route as far as Syracuse; that it was delayed there six days, and was then carried safely and without further delay to Albany; and was there deposited at the end of their route, in a safe and proper depot, with all due precautions against accidents to flood or otherwise; that the delay at Syracuse was caused by the fact that they had not a sufficient number of engines to transport the freight which was ready for transportion; that they provided engines sufficient to meet all usual demands and all exigencies which could be foreseen; that early in January, 1857, when they had a large surplus of engines, a season of unusually severe cold commenced, by reason of which cold their engines were broken at the rate of one a day for a fortnight, but that they had power enough for their business until the 20th of said January; that the delay at Syracuse was caused solely by the cause above stated, and that they made all proper efforts to forward the freight, and did forward it as fast as they could.

They also introduced evidence tending to prove that the flood which caused the injury to the wool was occasioned by the lodging of ice in the Hudson River, below the city of Albany, which formed a dam across the river, and caused a higher flood in that city than was ever before known; that the water rose four feet in fifteen minutes, and wet the plaintiff's wool; and that the defendants used their best exertions to secure the wool from injury by said flood.

The plaintiff received the wool at Boston, after it was injured by the flood at Albany, and sold it at a less price than it would have brought if it had not been injured.

It appeared from the defendants' books, which were introduced in evidence, that the car which contained the plaintiff's wool was detained at Syracuse two or three days longer than the other cars which left Suspension Bridge on the same train on the 27th of January.

The jury found a verdict for the plaintiff, assessing his damages at $421 07; but the case was reserved on motion of the defendants to set aside the verdict on the third question of fact found by the jury, as against the weight of evidence. That motion was argued first before the judge who presided at the trial, and was granted by him, and the case was then argued before the full Court on the questions of Law. The following is the opinion of the Court.

Merrick, J.—This action is brought to recover compensation for damages alleged to have been sustained by the plaintiff, in consequence of an injury to a quantity of his wool delivered to the defendants to be transported for him from Suspension Bridge to Albany. It appears from the report that the wool, directed to Boston, was received by them at the former, and carried to the latter place, and was there safely deposited in their freight depot. But it was not transported seasonably, nor with reasonable dispatch. By their failure to exercise the degree of care and diligence required of them by law, it was detained six days at Syracuse, and consequently arrived at Albany so many days later than it regularly should have been there. Whilst it was lying in the defendants' freight depot at Albany it was submerged by a sudden and violent flood in the Hudson River. This rise of water caused the alleged injury to the wool.

Upon the evidence adduced by the parties at the trial, three questions of fact were submitted to the determination of the jury. It is necessary now to advert only to the first of those questions; for the finding of the jury in relation to the second was in favor of the defendants, and the verdict in relation to the third has on their motion been already set aside as having been rendered against the weight of evidence in the case. * * *

It is now to be determined by the court whether the defendants are, by reason and in consequence of their negligence in the prompt and seasonable transportation of the wool, responsibe for the injury which it sustained after it was safely deposited in their depot at Albany. And we think it is very plain that, upon the well settled principles of law applicable to the subject, they are not.

It is said to be an ancient and universal rule resting upon obvious reason and justice, that a wrong doer shall be held responsible only for the proximate and not for the remote consequences of his actions. The rule is not limited to cases in which special damages arise; but it is applicable to any case in which damage results from a contract violated or an injurious act committed. And the liabilities of common carriers, like persons in other occupations and pursuits, are regulated and governed by it.

In *Marrison vs. Davis*, it is said there is nothing in the policy of the Law relating to common carriers that calls for any different rule, as to consequential damages, to be applied to them. In that case may be found not only a clear and satisfactory statement of the law upon the subject, but a significant illustration of the rule which the decision recognizes and affirms. It was an action against the defendants as common carriers upon the Pennsylvania Canal. It appeared that their canal boat, in which the plaintiff's goods were carried was wrecked below Peper's Dam, by reason of an extraordinary flood, that the boat started on its voyage with a lame horse, and by reason thereof great delay was occasioned in the transportation of the goods; and, that had it not been for this, the boat would have passed the point where the accident occurred, before the flood came, and would have arrived in time and safety at its destination. The plaintiff insisted that, inasmuch as the negligence of the defendants in using a lame horse for the voyage occasioned the loss, they were therefore liable for it. But the Court, assuming that the flood was the proximate cause of the disaster, held, that the lameness of the horse, by reason of which the boat, in consequence of his inability thereby to carry it forward with the usual and ordinary speed, was exposed to the influence and damages of the flood, was too remote to make the defendants responsible for the goods which were lost in the wreck. It was only, in connection with other accidents, a cause of the final, direct and proximate cause by which the damages sought to be recovered were immediately occasioned.

There is so great a resemblance between the circumstances upon which the determination in that case was made, and those upon which the question under consideration in this arises, that the decision in both ought to be the same. In this case the defendants failed to exercise due care and diligence, in not being possessed of a sufficient number of efficient working engines to transport the plaintiff's wool with the usual ordinary and reasonable speed. The consequence of this failure on their part was that the wool was detained six days at Syracuse. This was the full and entire effect of their negligence, and for this they were clearly responsible. But in all that occurred afterwards there was no failure in the performance of their duty. There was no delay and no negligence in any part of the transportation between Syracuse and Albany, and upon reaching the latter place the wool was safely and properly stored in their freight depot. It was their duty to make this disposition of it. They had then reached the terminus of their road; the carriage of their goods was then complete; and the duty only remained of making delivery. The deposit of the wool in the depot was the only delivery which they were required to make, and having made that, their liabilities as carriers thenceforward ceased. It was their to be received by the owner, or taken by the proprietors of the railroad next in course of the route to Boston. The rise of water in the Hudson, which did the mischief to the wool occurred at a period subsequent to this, and consequently was the direct and proximate cause to which that mischief is to be attributed. The negligence of the defendants was remote; it had ceased to operate as an active, efficient and prevailing cause as soon as the wool had been carried on beyond Syracuse, and cannot therefore subject them to responsibility for any injury to the plaintiff's property, resulting from a subsequent inevitable accident which was the proximate cause by which it was produced. It is to the latter only to which the loss sustained by him is attributable.

It follows from these considerations that the verdict in the plaintiff's behalf must be set aside and a new trial be had, in which he will recover such damages as he proves were the direct consequence of the negligence of which the defendants may be shown to have been guilty.

Gas-Light Companies of the United States.

The *American Gas-Light Journal* has the following interesting returns:—

The annual tables of gas-light companies will be found in this issue, the most noteworthy features of which are the decrease in the price of gas in several of the cities, and a slight increase in the number of gas-works in operation, as follows:

381 American Companies.....	$47,911,215
23 Companies in British provinces....	2,112,040
19 Cuban, Mexican, and South American companies.....	6,500,000
423 companies; aggregate capital....	$56,523,255

There is no question that the lower the cost at which good gas—of say 12 candles or higher brilliancy—is furnished, the greater will be the consumption, and necessarily the greater the profits to the manufacturers. This is beginning to be understood by gas companies, and the sooner it is acted upon, the better we are sure it will be for themselves. The paucity of gas-works on this extended continent must strike every reader. Take New York for instance—the Empire State of North American Confederation, with its area of 46,000 square miles, or 30,080,000 acres, of which 15,000,000 are improved; its extreme length nearly 480 miles, and its breadth 310 miles; with a population of at least 4,000,000, distributed in nearly 800,000 of families, occupying, perhaps, 600,000 dwellings in 45 counties, with 71 gas works to light them up. That is not much more than a gas-work to every county in the State.

New York is filled with populous and thriving cities, towns and villages, every one of which—we need hardly except one, whose inhabitants number 500 persons—can support gas-works. Look at Pennsylvania, with an equal area of territory—46,000 square miles, or 29,440,000 acres, of which some 10,000,000 are improved, and about 4,000,000 of population. Pennsylvania has 63 counties and but 48 gas-works, and yet we believe the actual capital in gas works owned in Pennsylvania is greater than in any other State, not excepting New York.

Massachusetts has 49 gas-works, with a territory to light up of 8,000 square miles, or 5,000,000 of acres, of which, perhaps, 2,500,000 are cultivated, and a population of about 2,000,000.

Illinois has 55,400 square miles of area and 13 gas-works. No State in the Union is more blessed with jaunty little towns and enterprising people. Everybody goes to Illinois to work, and it is time they set to work at striking a light.

Ohio measures, in area, 40,000 square miles, and numbers 87 counties. She has 30 gas-works, but then Ohio is full of pigs, and it would be a reflection upon that useful branch of illuminating material to slight their well tried ability to keep the *wick ed* portion of the community from utter darkness; we do not propose, therefore, to grumble at Ohio.

Great Britain, on the other hand, has 88,000 square miles and about 1,100 gas works. Why is it that Great Britain, with not twice the area of territory contained in the single State of New York, should have fifteen gas-works to our one, and three times as many on her little island as there are in the whole United States combined? We have, surely, plenty of money and abundance of enterprise. The subject of extending the area of gas-dom in this country is beginning to attract the attention of moneyed men, and they may rely upon it that a more sure and profitable investment is not to be found here or elsewhere. A hundred thousand dollars invested in three or four village gas-works will yield revenue enough for any reasonable man during his sojourn here below, and be a neat little monument to leave to his affectionate heirs when his own light shall have been extinguished by the waves of relentless Time. We repeat that, in order to moderately light the various towns on this continent, there are not less than twenty thousand gas-works yet to be built, and instead of concentrating the interest in mammoth corporations, they should be of moderate size and extent, economically built, honestly managed, and, by the reasonable price at which they furnish light, they should and inevitably will become the only means of meeting that universal want.

(*From the Courier and Enquirer.*)

New York vs. Pennsylvania.

LENGTH, COST, BUSINESS, AND EARNINGS OF THE NEW YORK AND PENNSYLVANIA RAILROADS.

State.	Roads in operation. Miles.	Cost of Roads in operation	Passengers carried.
New York.....	2,527	$147,980,402 21	12 138,059
Pennsylvania...	2,086	150,373,075 00	6,667,141
Over Penn'a..	441	....	5,470,918
Over N. York.	...	2,392,673 79	.....

State.	Tonnage. Tons.	Receipts from passengers.	Receipts from freight.
N. York..	3,859,283	$7,618,785 69	$9,977,216 62
Penn'a....	20,851,102	5,281,261 00	11,894,455 00
Over Pa	.....	$2,337,524 69	.....
Over N. Y.	16,991,819	.....	$1,417,238 38

State.	Total receipts from all sources.	Total expenses.
New York.....	$18,363,001 58	$11,089,550 91
Pennsylvania.....	18,186,604 00	14,107,444 00
Over Pennsylvania.	$174,400 58	.....
Over New York....	.....	$3,017,893 09

In the cost of the several works, Pennsylvania is $2,392,673 79 ahead of New York. In the passenger traffic, seven-eights of the number reported in Pennsylvania are local, and the same may be said of the tonnage, of which 9,133,348 tons were coal, 1,900,864 were merchandise, and the balance iron, iron ore, flour, lumber, etc., products of the State. The Pennsylvania Central being the only line connected with the West, but little of what is called "through frieght" has been carried over it. Out of an average during the last five years of 772,549 tons, it carried east 14 per cent., west 10½ per cent. The Baltimore and Ohio, out of an average of 810,802 tons, carried east 16⅝ per cent., west 7¼ per cent. The Erie, out of 864,624 tons carried east 20¾ per cent., west 7½ par cent. And the New York Central, out of 776,940 tons, carried east, 25½ per cent., west 5⅞ per cent. On the Erie Canal, out of the average of 3,804,907 tons, its through tonnage east was but 1,928,612, west 254,679 tons, including the local traffic. The traffic, therefore, on the Pennsylvania roads has hitherto been local. Hereafter, when the connections, and the second track is complete on the Pennsylvania Central, and when the Sunbury and Erie is complete to Erie, and the branch extended to Pittsburg, the results will be greater. Nine millions tons of coal is an item of some importance; and when we realize the fact that the business in pig metal was, last year, over 90,000 tons greater than the product of all the other States together, that the manufacture of railroad iron, in 1856, was 83,834 tons, out of 141,555 tons made in the country; that the anthracite iron trade, in 1856, reached 286,160 tons, in 1857, 281,980 tons, and that the leading branches of industry in and around Philadelphia exceed $185,000,000 per annum. But the State is "a one-horse team;" and as the trade at the port of Philadelphia, ten years since, was moved by 7,000 vessels, and last year 32,000, exclusive of those required in the movement of 2,000,000 tons through the Delaware and Raritan Canal, were required, we may recognize an improvement. The organization of a line of propellers to bring over the coal at a reduction of 50 cents per ton, is another of the schemes in which New York is interested. Fifty cents a ton off 4,000,000 tons consumed in the Eastern market, is $2,000,000 per annum—enough, almost, to purchase the canal, and make it a free channel to the producer. It may also indicate to our citizens that *the route*, of which this canal forms a part, may enable them to reach and intercept the trade they are about to loose on the North, and perhaps bring back to our waters the *Gaul*-way and other lines that have left us. J. M. S.

English and American Railways.

The remarkable success of the American people in spreading a net-work of railroads over a country so vast in extent as the United States begins to attract the attention and awaken the respect of the English nation. It is considered a marvel, not that the number of miles of finished road here should bear the relation 30,000 miles to 10,000 in the British Isles, but that the ratio to the respective populations of the two countries should be so largely in our favor. For every million of people in England there are 333 miles of rail; in the United States, 1,000 miles to each million is constructed.

But the most marked distinction between the result of this species of enterprise in the two countries is the greater dividends paid by American roads. Depressed as the stock of many of our great lines has been; loaded with debt seemingly almost inextricable, as is the case with several leading railroad companies, in the aggregate a higher per cent. of profit on this species of investment has been and continues to be realized in this country than in England.

Our roads have been constructed at a much less cost. The work of improving and perfecting them progresses long after the roads are profitably used, absorbing annually a portion of the receipts, without seriously interfering with dividends. The expenses of working the roads are also much lower in this country than abroad, which is another item in our favor.

The total cost of all the railroads in England is £320,000,000; that of the railroads in the United States only £240,000,000. Or, in other words, 30,000 miles here have cost but little more than two-thirds of the expenditure in England for 10,000 miles.

It is not strange that an advantage should be possessed by railroad investments in this country, where the capital expended in construction is so much less than abroad. The average dividends in the two countries as might be expected, other things being equal, are 4.1 per cent. in England against 6.7 per cent in the United States.

But the difference between the receipts of the roads of the two countries is not fully presented by this test of value. Constructed through thickly populated districts under the most perfect cultivation, and already developed nearly to their full power of production, English railways do not create new industry, and fail to scatter abroad the seeds of new productive energy, bringing into existence along every line a business before unknown. It is far different in the United States.

Nine-tenths of our roads when first traversed by steam pass through long ranges of woodlands in which the axe never resounded, cross prairies whose flowery sod has never been turned by the plow, and penetrate valleys wild as when the first pioneers followed upon the trail of the savage. They connect distant centres of population, and open communication with markets for an agricultural population in the very heart of the continent.

But no sooner is the great work achieved, than population pours into the rich wilderness, is scattered over the wide sweeping prairies, and settles in the fertile vales; and a way business springs up destined to increase each year for centuries to come. Villages soon dot the margin of the road. Factories turn to service the water power of the little streams it crosses. Out into the vast country, on either side, go the hardy sons of toil, ever increasing in number, and golden grain covers the lands that since the primeval time have been overshadowed by the dark forest.

Small receipts, when an American road is first opened, do not discourage. A productive energy is certain to be developed that will finally equal any capacity for business. The wealth of the forest and the mine as well as of garnered har-

vests will ultimately pass over this new mode of communication.

It will afford some surprise to learn that the fluctuations in American railway securities have not been greater than those of England. In the prosecution of these enterprises, we have needed capital, and hence few roads have been finished without incurring heavy debt. While way business is in the process of creation, it would naturally be supposed that deficient crops or any general financial embarrassment would depress railroad stock below any known precedent in a country where capital is so abundant as to lack safe modes of investment. But English journals being the witness, within a very recent period, English railway stocks have proved as variably as those least favored in the United States.

The passenger travel, populous as the British Isles are, falls below that over the roads of this country. Railways here carry all classes of the people. A large portion in England still travel in private carriages. The cheapness of fare on our roads, being only one-half of that paid in England, has become a great excitant of locomotion. Every inhabitant goes somewhere over these great public throughfares, and aids in swelling the amount of the gross receipts.

These facts exhibit the peculiar advantage of that form of government that interests every man in matters of public concern, and creates that new power in human affairs—the power of voluntary association.—*New Orleans Picayune.*

Ottoman Railway.

It appears that the Smyrna Railway will shortly be opened as far as Turbali, about 30 miles out of Smyrna. It must be a source of great satisfaction to the Directors that the works have so far advanced as to enable them to open a section this year, after all the difficulties they have had to encounter, and the delays incidental to all undertakings connected with the East. There can be little doubt but the opening of this section, short as it is, will inspire new confidence both as regards the Government and the public in Turkey, who readily admit the advantages to be derived, but cannot believe in the possibility of executing the work. As the first railway in Turkey, considerable interest must of necessity be felt in its success, apart from all considerations of profit, as it has been undertaken by Englishmen, and has experienced a more than usual share of obstacles in its progress, which nothing could have overcome but a conviction on the part of the Directors that they were engaged in a good cause, and absolute determination to steadily persevere until it was accomplished. Great exertions are being made by Mr. Crampton, the energetic contractor, to finish the section by the end of September. The Sultan and Ministers are expected to attend the opening.—*Herapath, Aug 15th.*

Novel Steam Car.

The new steam passenger car, recently constructed for the Eastern Railroad, and said to be intended for the road between this city and Boston, came over from Salem on Saturday, and attracted some attention at the Central Station. It looked like an ordinary passenger car, with two stove pipes sticking through the top, and a bell suspended between them. It stands rather higher from the rail than an ordinary car, and the machinery is underneath, between the forward wheels. The boiler, fire-box and water-tank occupy about eight feet of one end of the car, while the remainder contains seats for some fifty passengers. It is said to use one half the fuel required to do the same amount of work with an ordinary locomotive, while the wear and tear of the rail is much less, owing to the great reduction in weight, which is fifteen tons less than an ordinary locomotive. It is said to carry fuel and water sufficient for a run of fifty miles, while the speed is about the same as an ordinary locomotive. The time between Lynn and Salem was ten minutes. According to the Providence *Journal*, this machine is to be run on the Essex Road, between Salem and Lawrence—but, according to common rumor, it is to be placed on the track between Lynn and Boston.—*Lynn News.*

The Cities of the Lakes and the Mississippi Valley.

The expansion and progress of the United States, the up growth of new cities in the interior and the steady growth of old cities on the coast comprise a study, in which the actualities of time overtop and outreach both prophecy and anticipation. Predictions made in years agone have been realized before the periods fixed for the coming of the events described, and, altogether, the growth of the nation has been in a ratio exceeding expectations written down, fresh-born from the minds of the forethoughtful and the far-sighted.

In 1810, 50 years ago the population of the United States was but 7,239,814 and only two cities, Philadelphia and New York, then contained a population exceeding 50,000 inhabitants; in 1860 the population of the United States exceeds 30,000,000, and that part of the territory which comprises the basins of the Lakes and the Mississippi Valley contains *seven* cities exceeding 50,000 inhabitants each, and five cities exceeding 100,000 inhabitants each.

At the east portal of the Mississippi Valley, at the head of the Ohio River, Pittsburg, with its contiguous suburbs, numbers more than 100,000 souls; lower down the Ohio, Cincinnati sits upon its banks, covering with homes 158,851 indwellers; and still farther down the Ohio, and upon the opposite bank, is Louisville, containing 70,172 inhabitants. These are the three principal cities of the Ohio river basin, and of the rich domain lying within its rim.

On the Mississippi river, far down the Ohio and near its mouth, is New Orleans, numbering 170,766 inhabitants, a large number, it is true, yet in this case only the *nucleus* of the NEW ORLEANS which in future time shall be the shipping port of the great valley from which the "father of waters" bears tribute to the gulf. And on the Mississippi river, above the Ohio and near the mouth of the Missouri, stands St. Louis with its 161,000 inhabitants—a city which is sure to become the seat of immense manufactures and a vast trade with an interior country that reaches back far away to the Rocky Mountain west.

Then passing across the Lakes we find, at the south end of Lake Michigan, the city of Chicago, containing 109,000 inhabitants, and which is the scene of transactions in cereals harvested in Illinois and vicinity, measured by millions of bushels, furnishing freights for lines leading by rail and water to the seaboard. At the east end of Lake Erie is Buffalo, with its 81,561 inhabitants; whilst between Buffalo and Chicago there is Erie City, in Pennsylvania, with its 11,113 inhabitants; Cleveland, in Ohio, with its 43,550 inhabitants; Toledo, in the same State, with 13,779 inhabitants; Detroit, in Michigan, with 46,834 inhabitants; and Milwaukee, in Wisconsin, with 45,323 inhabitants.

These lake and river ports are each distinguished by characteristics and physical advantages not enjoyed in common, the whole number being the product of a vast interior trade and of interchanges with the sea ports. Between the Lakes and the Ohio and Mississippi rivers, moreover, there are growing cities and busy towns, where is gathered the surplus crops of the surrounding country for shipment hence by rail, and whence is distributed through local stores the merchandise imported from the cities at tide-water.

In every State and territory between Pennsylvania and the Rocky Mountains, there are river or lake ports, and inland towns accessible by rail, with which Philadelphia should cultivate a trade, and in which she should find a market for her manufacturers or her merchandise, because, over her own lines and their ramifying connections she possesses superior facilities for cheap transport and prompt distribution. By fostering a more intimate and more general acquaintance with merchants and others in the Northwest, West and Southwest, Philadelphia would make new friends and new customers. Acquaintance by visitation begets pleasing relations and promotes commercial transactions to mutual profit. Hence, whilst it would be a source of gratification to a business man to visit the States west of the Alleghany watershed, it would also be a cause of increase in his mercantile operations and in his profits in his year's account. No man can visit the West, Northwest, Southwest or South, without having his mind expanded, his head made clearer and his heart made bigger, provided he have intelligence to understand and appreciate the sights which will greet him through his organs of light and sound.—Hence it is good to travel, and he that travels oftenest and farthest gathers the largest fund of information, to apply in the civilities of social life and in the transactions of the exchange and counting room.—*United States Railroad and Mining Register, 13 inst.*

The Cotton Crop of the U. S,

The annual statement of the Cotton Crop of the United States for the year ending August 31st, 1860, has just been completed at the office of the *Shipping List*. The crop is the largest by far ever made, the aggregate being in excess of all but the most sanguine estimate. We annex a comparative table of receipts, specifying from what source they were derived:

Receipts of Cotton at the Ports of the U. States.

	1856-7	1857-8	1858-9	1859-60
N. Orleans.	1,435,000	1,576,409	1,669,274	2,139.425
Mobile....	503,177	522,364	704,406	843,012
Florida....	136,344	122,351	173,484	192,724
Texas.....	89,882	145,286	182,062	252,424
Georgia...	322,111	282,973	475,788	531,219
S. Carolina	397,331	406,251	480,653	510,109
N. Carolina	27,147	23,999	37,482	41,194
Virg'a, &c.	28,527	34,329	118,332	165,663
Total crops, bales.....	2,939,519	3,113,952	3,851,481	4,685,770

The largest previous crop was last year, and the next larger was the crop of 1855-6.

The total exports to foreign ports for the year just closed were 3,774,173 bales, divided, in comparison with previous years, as follows:

Total exports of Cotton from the United States to foreign ports.

To—	1856-7	1857 8	1858-9	1859-60
G. Britain.	1.428,870	1,809,966	2,019,252	2,669,482
France....	413,357	384,002	450,696	589,587
N. Europe.	245,798	215,145	330.012	295,072
Other for'n ports.....	164,632	181,342	221,443	220,082
Total bales	2,252,657	2,590,455	3,012,408	3,774,178

It will be seen from this that a very large proportion of the increased crop has been shipped to Great Britain. An immense stock is now on hand at Liverpool, and this, in connection with the anxiety about the harvests, has kept the market there very much unsettled and depressed.

The following will show the stock of cotton (in bales) on hand at the different ports of the United States on the 1st of September:

Stock of Cotton on hand in the United States.

	1857.	1858.	1859.	1860.
New Orleans....	7,321	30,230	26,022	78,934
Mobile	4,404	10,495	20,106	41,682
Florida.....	56	80	236	864
Texas.....	962	1,899	2.655	8,178
Savannah & Aug.	4 673	2,585	18,383	9,559
Charleston	5,644	11,715	17,502	8,897
Virginia, &c	410	600	375	4,609
New York	16,778	25,000	43,452	64 891
Other North'n pt.	8,200	20,322	20.416	20,204
Total bales ...	39,258	102,926	149,237	227,708

The consumption of the United States is reached by deducting the exports and stock on hand from the known receipts to show the consumption in the Northern States, and by estimating the consumption in the Southern States. The consumption at the South, 185,522 bales, (including that burnt at

the ports,) is to be added to the crop receipts to make the total production. If this be done, and we add stocks in interior towns, and deduct the portion of the new crop received before September 1st, (51,600 bales,) we shall make the total *growth* of cotton the last year in the United States 4,811,800 bales.

Railroad Earnings.

The following are the comparative earnings of the Pacific Railroad for Sept., 1859 and 1860:

MAIN LINE.

	1859. (168 miles.)	1860. (176 miles.)
Passengers	$30,207 99	$29,318 00
Freight	28,360 66	37,505 25
Mails	2,100 00	2,200 00
	$60,668 65	$69,023 25
Increase		$8,354 60

SOUTHWEST BRANCH.

	(18 miles.)	(71 miles.)
Passengers	$578 55	$2,419 05
Freight	828 92	5,182 90
Mails		289 50
	$1,407 47	$7,891 45
Increase		$6,483 98

The earnings of the Toledo and Wabash Railway for September, 1860, were $106,100 82
September, 1859..... 74,689 09
Increase..... $31,411 23

The earnings of the St. Louis, Alton and Chicago Railroad, for September, were:

Passengers	$36,382 69
Freight	55,031 87
Mails and Express	3,300 00
Total	$94,713 96
Corresponding period in 1859	82,884 00
Increase	$11,829 96

The following is the Illinois Central Railroad Company's statement for September, 1860:

Land Department.

8,494 84	acres sold for		$138,630 16
31,647 25	"	since Jan. 1	505,280 45
1,237,260 55	"	previously,	15,735,837 02
1,268,907 80	"	Total	$16,241,117 47
Bonds canceled in September			$54,000 00
"	"	previously	1,752,500 00
Total bonds canceled			$1,806,500 00
Cash receipts in September, 1860			$80,649 88
Total cash and bonds received to September 30, 1860			$3,763,093 65

NOTE.—Cash receipts in September, applicable to cancelation of Construction Bonds, $48,950 01; applicable to cancelation of Free Land Bonds, $1,457 01; applicable to Interest Fund, $24,623 23. Miscellaneous accounts, $2,619 63.

Traffic Department.

Total receipts for September, 1860	$257,633 83
Do. do. 1859	246,655 59
Increase	$10,978 24
Total receipts since Jan. 1, 1860	$1,878,164 47
Do. correspond'g period, '59	1,424,462 88
Increase	$453,701 59

Annexed is the September report of the Receiver of the Milwaukee and Mississippi Railroad:

	1859.	1858.
Freight	$78,743 10	$113,606 07
Passengers	24,800 20	22,934 70
Mails and sundries	1,835 41	3,502 87
Total	$104,878 71	$140,043 64
Increase in September, 1860	$35,164 93	

The revenue of the Baltimore and Ohio Railroad for September was:

MAIN STEM.

From Passengers	$73,126 17	
" Mails	7,833 34	
" Express	3,713 20	
" Tonnage	307,209 38	
		$391,882 09

WASHINGTON BRANCH.

From Passengers	$33,339 98	
" Mails	1,000 00	
" Express	1,100 00	
" Tonnage	7,360 93	
		46,800 91

N. W. VIRGINIA BRANCH.

From Passengers	$4,758 15	
" Mails	866 66	
" Tonnage	24,075 18	
		29,699 98

Summary of Revenue for Sept., 1859 and 1860.

	1859.	1860.
Main stem	$333,250 51	$391,982 09
Washington Branch	40,426 03	42,800 91
N. W. Virginia Railroad	19,527 42	29,699 98
Totals	$393,203 96	$464,382 86

The fiscal year of the Company ended September 30th. The business of the year compares with that of the previous year as follows:

	1859-'60.	1858 '9.
October	$416,929 61	$391,395 10
November	421,287 56	380,879 75
December	355,662 13	336,202 25
January	282,070 64	314,201 00
February	332,743 77	308,631 78
March	425,487 08	400,984 68
April	406,428 36	360,761 15
May	435,133 28	391,019 17
June	374,437 59	350,444 16
July	383,037 91	304,161 25
August	453,397 07	374,124 93
September	464,382 98	393,203 96
	$4,760,997 98	$4,301,009 18
	4,301,009 18	
Increase present y.	$459,988 80	

Annexed is a statement showing the freight and passenger business, also the total receipts, for September, in comparison with the corresponding month of 1859, on the Housatonic Railroad:

	1859.	1860.	Increase.
Freight	$16,808 46	$20,195 78	$3,387 27
Passengers	11,540 57	11,996 55	455 98
Total receipts in Sep.,	1860.	$33,124 45	
Do. do.	1859.	29,281 19	
Total increase			$3,843 26

The earnings of the Cleveland, Columbus and Cincinnati Railroad for September were:

September, 1860	$122,356 54
September, 1859	97,613 71
Increase	$24,742 83

The earnings of the Cincinnati, Hamilton and Dayton Railroad for September were:

September, 1860	$72,176 78
" 1859	47,420 77
Increase	$24,756 01

About $20,000 of this increase is attributed to the fairs held on the line of the road, and extra trains for political gatherings. The following is a statement of earnings the past three months:

	1859.	1860.	Increase.
July	$41,241 60	$46,691 05	$5,449 45
August	46,082 22	50,894 58	4,812 36
September	47,420 77	72,176 78	24,756 01
Total	$234,744 59	$169,762 41	$35,017 82

The earnings of the Dayton and Michigan Railroad for September, 1860, were:

Freight	$18 517 37
Passengers	17,676 50
Mail and express	2,462 50
Total	$38,656 37

—being an increase of above $400 over the month of August.

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of September, 1859 and 1860:

EARNINGS.

	Sept., 1859.	Sept., 1860.
Passengers	$41,963 49	$47,687 73
Freight	35,761 96	40,313 10
Other sources	1,910 00	1,891 89
Total	$79,635 45	$89,842 72
Increase		$10,207 27

EXPENSES.

Construction	$300 00	
Maintaining road	12,766 92	$24,528 41
Repairs of machinery	5,215 94	7,790 95
Operating	19,093 70	13,261 15
Total	$37,376 56	$45,580 51
Increase		$8,203 95

Jos. W. Alsop, Receiver of the Ohio and Mississippi Railroad, has filed his fifth monthly report with the Clerk of the United States District Court. The following is an abstract:

Balance on hand from July account		$26,935 48
RECEIPTS.		
Freight earnings of July	$1,651 78	
Passengers prior to August	7,480 58	
Freight do.	4 295 82	
		13,428 18
Passenger earnings in Aug.	36,298 79	
Freight do.	21,515 35	
		57 814 14
Mail service up to June 30		10,856 25
From other sources		10,130 92
Total		$119,173 97

DISBURSEMENTS.

Paid on account 1st mortgage bonds, Coupons of interest due July 1st, 1858	$245 00	
Do. due January 1, 1859.	8,780 00	
Interest and discount	759 11	
Office and other expenses	708 64	
Charges advanced on acc't other roads	191 99	
On acc't of telegraph line.	51 54	
On acc't of former arrearages	371 46	
Current operat'g expenses, and construction work for July	57,591 04	
		68,698 78
Balance carried to September acc't		$54,475 19

The receipts of the Grand Trunk Railway of Canada for the week ending October 6th, 1860, was $80,523 47
Corresponding week last year 58,697 96
Increase $21,825 51
Total traffic from July 1, 1860, to date. $883,149 14
Corresponding period, 1859 ..... 653,888 04
Increase $229,311 10

The receipts of the Central Ohio Railroad for August amounted to $63,023 00
For July 48,642 81
Increase $14,380 19
The expenses for August were $37,488 59

The earnings of the Erie Railroad for the month of September, 1860, were $600,124 06
Earnings, September, 1859..... 462,798 45

Increase $137,826 61

The following is a comparative statement of the business of the North Pennsylvania Railroad Company:—

Earnings in September, 1860 ..... $35,251 12
Do. do. 1859 ..... 32,778 03

Increase $2,473 09
In first ten months of fiscal year..... $319,645 07
Same months last year..... 280,834 40

Increase $38,810 67

Louisville and Memphis Railroad.

The opening of this road, from Louisville to Clarksville, was inaugurated in an appropriate manner on the 18th ult. The Louisville *Courier*, of the 26th, thus speaks of it:

The Board of Directors of the Louisville and Nashville Railroad, accompanied by a number of gentlemen whom they had invited to accompany them, left the depot in this city, on a special train, on Tuesday morning, and stopping at the more important points on the road to Bowling Green, from thence, for the first time, passed over the Memphis Branch to the State Line, where they were met by a special train from Clarksville, on which were the officers of the Clarksville road, the authorities of the city of Clarksville, and a large number of citizens, by whom, through Mr. Quarles, the President of the Clarksville road, they were received and heartily welcomed to Tennessee. amid the roar of cannon, heart stirring music, and the warm congratulations of friends who are hereafter to be neighbors,

At night a magnificent banquet was spread at which several hundred were seated, and all the delicacies of the season, prepared in every variety of cookery and displayed in every style that could tempt the appetite or inspire the taste, were accompanied with the finest wines, the most sparkling, and the intensest patriotism—of course the Union was saved—the whole affair reflecting equal credit on the hospitality, skill, taste, tact and good judgment of the whole-souled people of Clarksville.

English Railway Statistics.

In 1857, says an English Journal, the linear extent of English railways exceeded the ten chief rivers of Europe united; and more than enough of single rails were laid to make a belt of iron round the earth. The tunnels, joined together, would stretch more than seventy miles; the viaducts in the vicinity of the metropolis alone would reach 11 miles; and the earthworks measured 550,000,000 of cubic yards—a mass of material, which, if piled in a pyramid, would rise 2½ miles high, with a base larger than St. James's Park; 80,000,000 of train miles were run annually. The total number of stations amounted to 3,121; 5,000 engines,, with 150,000 vehicles, composed the working stock; and 109,660 officers and servants were employed. The engines, in a straight line, would extend from London to Chatham, and the vehicles from London to Aberdeen; 2,000,000 of tons of coal were annually consumed; and in every minute of time, 20 tons of water were flashed into steam by 4 tons of coal. The coal consumed is almost equal to the whole amount exported to foreign countries, and to one-half the annual consumption of London. Such was the wear and tear, that 20,000 tons of iron were required to be replaced per year; 2,000,000 of sleepers out of 26,000,000 laid down annually perished; and 300,000 trees, equal to 5,000 acres of forest, must be annually felled to make up the loss. In 1853, 111,000,000 of passengers were conveyed, each passenger traveling an average of 12 miles. A curious calculation has been made. Twelve miles by railway are accomplished in half an hour, whereas the old stage coach required an hour and a half to get through the distance. The aggregate time thus saved for the above number of passengers is equal to *thirty eight thousand years*. But in 1857, the number of passengers amounted to 139,008,888, and the receipts from all sources were £24,174,616.

Iron for the Wills' Valley Railroad.

The Wills' Valley Railroad, which has struggled for so many years, against various financial difficulties, and which has drawn so largely upon the *vitality*—so to speak—of our young city, is at length beginning to see day-light. The company have just closed a trade with the "Atlanta Rolling Mill Co." for iron enoughto lay their track to Trenton, Ga.—They make this purchase upon favorable terms, paying part in cash, and part in the bonds of the company. The first instalment of iron is to be furnished early in November, when tracklaying will be immediately commenced. The cross-ties are already purchased, and on the ground. A locomotive and the necessary cars are also engaged, so that a Railroad to Trenton, begins to look more like a fixed fact. The completion of this first section, will inspire confidence among all the friends of the road, and will enable the Directory to push forward their work with greater rapidity than they have hitherto done. We predict also that the extension of the iron track, eighteen miles into a new field, will bring an appreciable increase of trade to our town, and thus the first fruits of this great enterprise will begin to flow in upon us.—*Chattanooga Advertiser.*

Pilot Knob, Cape Girardeau and Belmont Railroad.

The following gentlemen have been elected directors of the Pilot Knob, Cape Girardeau and Belmont Railroad Company:

John M. Gohlson, Madison county; David Rhodes, do; Jason H. Hunter, Julius M. Snider, James C. Noell, Bollinger county; Thos. B. English, A. T. Lacey, R. Sturdivant, Sam. Daugherty, Geo. H. Cramer, Will. C. Ranney, Cape Girardeau county; Albert G. English, Scott county; Thomas Brown, Mississippi county.—*St. Louis News.*

St. Louis Passenger Cars.

Those who visited the machine shop, at the Fair Grounds, will doubtless recollect that there were two elegant passenger street railway cars on exhibition. The difference in their relative merits was so slight that it was very difficult to tell which was the best, and even then it was entirely a matter of opinion. The fact is they were both beautiful specimens of mechanical skill, and reflected great credit on the establishments which turned them out. It is gratifying to know that there are two railway freight and passenger car manufactories in operation in St. Louis, and that they both turn out first class work.

The car of which it is our present purpose to speak is that exhibited by Messrs. S. B. Lowe & Co., of St. Louis, an establishment that has been in operation for several years. Messrs. S. B. Lowe & Co., have manufactured a very large number of cars for Missouri railways and also for those in other Western and Southern States, and have established a reputation for their work second to that of no similar establishment either East or West. They are the first car builders of St. Louis, and are now the most extensive manufacturers in their line in our city.

The car they exhibited was manufactured to order, and was an elegant specimen of that class of architecture. It was a street passenger railway car, substantially built, and elegantly furnished and painted, capable of seating thirty persons comfortably, well lighted and ventilated, and supplied with soft and easy cushions. The painting on the body of the car was of the most artistic character, and shone brilliantly in that portion of the machine shop which it adorned. We were unsuccessful in finding Mr. Lowe yesterday, and are unable to give such statistics as we would desire relative to his establishment; but at some future, and no very distant day, we will do this enterprising firm full justice in this respect.—*St. Louis Republican.*

Pneumatic Piles.

In the Journal of September 8th we published a very interesting description of the method of sinking piles by Pneumatic process, from the pen of Wm. Sooy Smith, Esq., Civil Engineer, and Secretary of the *Trenton Locomotive and Machine Manufacturing Co.*, who have the contract for furnishing the material and machinery, and sinking the cylinders, for the bridge now in course of erection over the Savannah river on the line of the Charleston and Savannah railroad. In our introductory remarks thereto, we inadvertently stated that "the work was executed" "under the direction of its engineer," etc., to which exception has been taken by W. P. Miller, Esq., the Engineer in charge of the bridge. If we mistake not, the article in question was written by our suggestion, and is, what it purports to be, simply a description of the means employed to effect the desired object. We cannot see that the writer has made any allusion to himself, or to the progress of the work.

Panama Railroad.

The decrease of the earnings of the Panama railroad for the last nine months amounts to $525,143 or nearly 33 per cent. Publishing this statement the New York *Herald* says:

The causes of the decline in the business of the road are obvious. They are, firstly, the war in New Granada, which has now fairly broken out, and which will probably last a long time. This, like the war in Mexico, which has lasted for thirty years, with occasional interruptions, has checked business, and stopped the gathering of bark, cochineal, hides, drugs, &c., which are the produce of the country, and on the supply of which the road depends for its freighting business. Secondly, the decline in the passenger travel to California is quite a serious loss to the road. The best emigrants to California are now crossing the Plains, and avoiding the dangers of the Isthmus. These drawbacks are the more serious, as there are only fifteen years left of the Panama Railroad lease; in 1875 the road reverts to the New Granadian Government. Mr. Sanford's mission to Bogota to obtain a renewal of the lease was, as is known, a complete failure, and there is very little prospect at present of another negotiator meeting with more success. The New Granadians are determined to have the road; if any government did grant a renewal its successor would probably repudiate it.

Southern Pacific Railroad.

Col. V. K. Stevenson has accepted the presidency of the Southern Pacific Railroad, and has gone to Europe in connection with matters pertaining to the interests of the road. The Nashville *Banner* learns that the New York agent of a French and German house has signified to Col. Stevenson that his principles will contract to build the entire road, taking one-half of the pay in the stock of the road with a mortgage of the lands of the company as security.

Albany and Susquehanna Railroad.

The Unadilla *Times* states that at a meeting in that village, Mr. Watson, one of the directors of the Susquehanna Railroad, "made some general remarks in relation to the road, and stated that the directors had concluded to take notes from the stockholders for their instalments, payable in one year."

A Long Chain of Railroads.

There is now a continuous chain of railroads from Bangor to New Orleans, composed of eighteen independent roads, costing in the aggregate for 2,244 miles of road $59,354,081, or nearly one-tenth of the whole railway system in the United States.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. Second Track and Sidings.	Road in Progress & Projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65 0	—	....	50.0	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '58	30.3	—	....	58.3	2	2	19	*Alabama and Mississippi*	461,505	39,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '58	57.0	—	....	171.5	—	—	....	*Selma and Gulf*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '54	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	—	36,643	79,664	.....	116,310	.....	.....	.....	.....	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	Mobile and Ohio	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,573	328.0	585,543	1,120,588	651,610	—	....
30 Nov. '58	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,711	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	North E'n and South West	650,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '55	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	....	Sacramento Valley	1,571,617	*	—	785,959	729,000	—	1,585,366	22.5	.....	270,290	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	84	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	498,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	259	Hartford, Provid. and Fishkill	3,933,455	302,511	—	1,936,739	1,510 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '58	61.4	19.6	64.5	—	18	21	342	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,468	3,932,432	72.4	.....	844,772	502,479	10	140
31 Dec. '59	74.0	—	—	—	14	11	240	Housatonic	2,439,775	*	—	2,000,000	284,000	96,730	2,564,624	120.0	.....	289,860	55,227	—	....
31 Dec. '58	57.0	—	2.5	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,351	20,041	1,095,918	62.0	.....	241,330	127,805	3	....
31 Dec. '59	61.0	—	3.0	—	—	—	—	N. Haven, N. London and Ston.	1,851,879	*	—	966,748	866,000	200,000	.....	61.0	.....	107,837	20,927	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	60.0	—	5.0	—	7	5	106	New London Northern	1,503,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	....
30 Nov. '59	63.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,993	14,079	2,851,577	66.0	.....	351,630	139,365	—	41
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	.....	4,541	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191.485	195,000	75,894	619,112	32.0	.....	7,857	3,335	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,008	—	205,781	204,800	164,670	594,836	19.3	.....	10,265	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	125,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	—	—	....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	110
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	649,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	109.1	100.8	10.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,853	15	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,345	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	—	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	23.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	—	88½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,790,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	—	—	—	—	—	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,349,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	—	—	58	57	963	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	72
10 Nov. '58	33 2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121 0	138.5	73.0	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	76½
.. .. '57	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	83½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
.. .. ..	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	....
.. .. ..	.....	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	—	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,866,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	—	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	80.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	—	—	—	—	—	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	—	—	—	—	—	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	285.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	—	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,281,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	605,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	840,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,080	905,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	.....	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	90
30 Jun. '60	65.1	—	....	—				Louisville and Frankfort	1,375,359	124,735	6,540	741,068	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	96
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '59	80.0	—	....	178.0	....	....	....	*N. O. Opelousas and G. W. R'y*	3,382,948	362,291	—	1,092,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	236.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	....	108.0	—	—	—	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	90 ,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 371	*	—	151,823	44[illegible]63	160,910	757,381	36.5	.....	40,135	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	454,000	1,748,447	[illegible]1,309	2,307,56[illegible]	5[illegible].0	73.18[illegible]	284,29[illegible]	89,760	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,47	49.0	420,791	515 41	160,229	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	241,726	*	—	135,000	—	4[illegible]578	214,[illegible]6	12.5	.. ..	30 830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	12[illegible]	Kennebec and Portland	2,871,264	*	—	1,287,[illegible]59	1,28[illegible],000	271,143	2,990,59	72.	....	1 4[illegible],16	5[illegible].	—	.....
31 Dec. '59	—	—	—	14.0	...	...	.....	Penobscot	328 4[illegible]2	—	—	180,497	30,0[illegible]0	75 0 0	—	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,415	104,019	78,014	555,228	1,206,800	128,5[illegible]6	1,890,00	54.[illegible]	oper. by	Vn.& K	67,3[illegible]	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,79[illegible]	*	5,208	1,500,000	—	—	1,500,00	51.[illegible]	141,66[illegible]	208,28[illegible]	104,0[illegible]	—	1[illegible]0
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,765	*	—	169,200	556,600	—	—	37.[illegible]	.....	55,40[illegible]	28,40[illegible]	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,00	18.[illegible]	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,37	86.[illegible]	5,648,81[illegible]	[illegible]618,61[illegible]	1,933,62[illegible]	—	61
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,80	30.0	187,42	442,27[illegible]	268,54	6	100
31 Dec. '59	138.0	4.0	11.5	—	41	39	1,748	Northern Central	7,39[illegible],53	850,343	251,698	2,260,000	5,578,800	756 641	9,007,64[illegible]	138.0	.....	9,29,527	340,51[illegible]	—	22[illegible]
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	60[illegible].36	ope	rat. by	Housat	42,00	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,88	28.[illegible]	352,51	531,47[illegible]	208,79[illegible]	8	106
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,234	465,758	4,076,974	—	134,950	4,929,16[illegible]	18[illegible]	573,48[illegible]	915,6[illegible]	450,0[illegible]	[illegible]	10[illegible]
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,808	207,400	70,000	3,160,000	174,220	—	3,663,13[illegible]	54.0	316,52[illegible]	654,67[illegible]	337,6[illegible]	7	10[illegible]
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,16[illegible]	437,416	100,000	4,500,000	500,000	29,595	5,761,51[illegible]	83.[illegible]	511,04[illegible]	1,057,071	311,52[illegible]	7	09[illegible]
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,600	190,000	39,499	1,092,28	47.[illegible]	79,45[illegible]	118,729	49,37[illegible]	6	94
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,26[illegible]	75.4	177,16[illegible]	271,59[illegible]	138,22[illegible]	4	87
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,[illegible]28,5[illegible]	120.[illegible]	.....	699,15[illegible]	343,91[illegible]	—	88
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,59[illegible]	4,41[illegible]	—	299,107	280,261	185,428	776,79	ope	rat. by	Eastern	11,66[illegible]	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,72[illegible]	67.7	341,80[illegible]	669,45[illegible]	267,45[illegible]	6	10[illegible]
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,65[illegible]	40,226	—	214,296	62,900	300	333,88[illegible]	26.4	37,24[illegible]	48,769	12,78[illegible]	6	99[illegible]
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,58[illegible]	—	—	298,951	303,014	57,065	653,03[illegible]	ope	r. by N.	H.&N'l.	28,79[illegible]	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,88[illegible]	30,275	—	200,000	100,000	—	363,15[illegible]	ope	r. by B.	and L'l	12,8[illegible]	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,92[illegible]	95,683	—	600,000	—	—	698,56[illegible]	30.[illegible]	158,37[illegible]	229,20[illegible]	68,51[illegible]	5	13
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,84[illegible]	52,644	—	600,000	—	19,800	564,79[illegible]	21.[illegible]	55,88[illegible]	143,26[illegible]	25,26[illegible]	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,27[illegible]	63,696	—	220,240	221,600	211,693	653,53[illegible]	36.[illegible]	75,86[illegible]	51,35[illegible]	14,08[illegible]	—	104[illegible]
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,30[illegible]	—	—	223,176	675,000	2,853	901,02[illegible]	8.4	20,88[illegible]	22,583[illegible]	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,44[illegible]	334,503	—	3,015,100	134,500	60,900	3,930,26[illegible]	8[illegible].[illegible]	410,59[illegible]	646,75[illegible]	30[illegible],[illegible]	6	10[illegible]
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,43[illegible]	11,247	—	450,000	—	—	45[illegible],00	18.6	32,48[illegible]	48,35[illegible]	27,00[illegible]	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,97[illegible]	254,566	—	1,510,200	300,000	—	1,[illegible]7[illegible],[illegible]	44.4	216,32[illegible]	341,[illegible]	136,38[illegible]	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,98[illegible]	82,545	—	243,305	226,900	316	470,521	[illegible]	r. by B	and L'l	17,50[illegible]	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,299	2,821	[illegible],[illegible]1	11.5	20,02[illegible]	35,48[illegible]	15,48[illegible]	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,70[illegible]	—	—	448,700	—	—	451,00[illegible]	ope	r. by H	asatonic	31,49[illegible]	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,200	219,000	9,854	614,09[illegible]	ope	r. by T	and B.	5,33[illegible]	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,62[illegible]	207,343	—	2,214,225	1,003,880	—	3,516,86[illegible]	77.0	107,47[illegible]	240,75[illegible]	100,31[illegible]	—	18[illegible]
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.& W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,92[illegible]	192.[illegible]	1,020,05[illegible]	1,767,06[illegible]	850,14[illegible]	8	115[illegible]
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,40[illegible]	45.7	179,49[illegible]	216,44[illegible]	94,24[illegible]	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,36[illegible]	188.0	.....	365,03[illegible]	144,2[illegible]	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,41[illegible]	2[illegible]0.[illegible]	.....	2,417,91[illegible]	886,69[illegible]	—	69[illegible]
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,466	19,595,40[illegible]	30.0	.....	2,019,42[illegible]	777,27[illegible]	—	21[illegible]
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	320.0	—	—	—	*Minnesota and Pacific*	—	—	—	—	600,000	—	—	—	—	—	—	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	—	—	—	—	600,000	191,13[illegible]	—	—	—	—	—	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	—	—	—	—	503,000	—	—	—	—	—	—	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	—	—	—	—	—	—	—	—	—	—	—	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	333	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.[illegible]	.....	584,[illegible]42	328,69[illegible]	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	450,949	275,06[illegible]	1,974,444	59.[illegible]	.....	176,46[illegible]	110,45[illegible]	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.[illegible]	.....	250,04[illegible]	121,65[illegible]	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,89[illegible]	128,38[illegible]	12.[illegible]	.....	—	—	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,30[illegible]	206.8	14 mo's	497,26[illegible]	235,32[illegible]	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	245,994	—	2,620,000	3,250,000	48,000	6,018,106	168.[illegible]	.....	256,15[illegible]	—	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	—	—	—	—	—	—	—	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.[illegible]	.....	676,31[illegible]	301,56[illegible]	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,10[illegible]	5,446,40[illegible]	86.[illegible]	.....	152,37[illegible]	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,01[illegible]	150,000	109,[illegible]89	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,0[illegible]0	165,88[illegible]	3,015,[illegible]0	93.5	353,00[illegible]	227,[illegible]2	88,83[illegible]	—	8
30 Nov. '59	53.6	—	5.0	—	18	11	289	Cheshire	2,73[illegible]3 697	322,267	—	2,085,925	738,[illegible]00	84,327	3 1[illegible],731	6[illegible].[illegible]	.....	3[illegible],741	125,1[illegible]	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	82[illegible],200	*	—	2[illegible]89 047	44[illegible]6 3[illegible]	13 070	8 8[illegible]4	28.1	.....	5[illegible],698	21,86[illegible]	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,[illegible]4,506	61.3	334,[illegible]5	459,659	128,50[illegible]	8	67
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	2[illegible],000	one	r. by Con	cord.	15,00[illegible]	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	2[illegible],000	14.6	4.18	16,60[illegible]	1,52[illegible]	—	.....
30 Nov. '59	10.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,5[illegible]0	—	42,705	525,205	ope	r. by Ea	stern Mass.	—	—	90
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,21[illegible]	477,476	20.5	20,96[illegible]	24,027	12,45[illegible]	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,25[illegible]	1,005,45[illegible]	ope	r. by Con	cord.	88,57[illegible]	8	104[illegible]
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	3[illegible]3 517	1,29[illegible]5 4	5[illegible].7	.....	59,77[illegible]	21,15[illegible]	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,80[illegible]	3,38[illegible],[illegible]80	82.0	.....	353,10[illegible]	187,13[illegible]	4	55
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262 51[illegible]	1,512,416	24.7	49,00[illegible]	63,87[illegible]	19,89[illegible]	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,[illegible]00	188,88[illegible]	—	76.0	.....	269,60[illegible]	127,24[illegible]	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,384	3,798,400	6,882,000	—	—	96.[illegible]	.....	3[illegible]8,29[illegible]	189,29[illegible]	12	33
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,500	435,65[illegible]	—	60.[illegible]	.....	152,155	66,45[illegible]	—	.....
1 Apr. '59	64.0	—	.....	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,00[illegible]	5,580,981	64.[illegible]	488,87[illegible]	870,954	520,67[illegible]	10	122[illegible]
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488 121	—	—	—	—	—	—	—	.....
31 Dec. '5[illegible]	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,822,55[illegible]	*	55,000	1,157,800	340,000	1,[illegible]6[illegible]	1,760,592	53.[illegible]	.....	265,20[illegible]	107,[illegible]2	6[illegible]	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	138,700	25,000	4,892,717	33.8	398,78[illegible]	—	554,08[illegible]	10	181
30 Nov. '59	21.3	—	.....	2	6	—	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	29	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5[illegible]	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,34[illegible]	8,362	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135	436,085						
30 Sep. '58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		32.9	93,894	84,119	11,215		
30 Sep. '59	38.3		34.0					Albany and West Stockbridge	2,392,984	*		1,000,000	1,932,984		2,392,984	ope	r by W	estern.		6	100
30 Sep. '59	34.9	2.6		73.6	4	6	39	Black River and Utica	1,156,148	81,405		804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952		
30 Sep. '59	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000			14.8	20,647	26,858	13,429	5	
30 Sep. '59	142.0		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321		
30 Sep. '59	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,283	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	4½	
30 Sep. '59	17.4		2.1					Chemung	400,000	*		380,000	70,000		450,000	ope	r. by N.	Y. & E.	24,000	6	
30 Sep. '59	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000			500,000	ope	r. by Re	ceivers.	30,000	6	
30 Sep. '59				63.2				Erie and New York City	287,357	*		352,741	14,000	28,716	395,457						
30 Sep. '59				15.0				Genesee Valley	329,225	*		75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.			
30 Sep. '59	17.3		0.5		4	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000				17.3	57,065	63,803	11,999	6	
30 Sep. '59	144.0		106.5		52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644		150.0	700,224	1,842,636	770,096		63½
30 Sep. '59				73.8				L. Ontario, Auburn & N. York	74,203			75,771									
30 Sep. '59				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856							
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,716	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084		13½
30 Sep. '59	297.8	258.1	313.8		211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	89
30 Sep. '59	448.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0	3,019,000	4,282,149	1,404,837		33
30 Sep. '59	130.8	2.1	30.9		33	93	576	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640		152.9	621,747	975,853	358,792		20½
30 Sep. '59	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,500,000		4,799,287	121.8	347,800	382,932	120,850		
30 Sep. '59	35.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,375		35.9	69,759	109,152	60,829	8	
30 Sep. '59	75.4		2.0		6	4	33	Pottsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571		
30 Sep. '59	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6	
30 Sep. '59	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	
30 Sep. '59	18.0		1.0			2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810		18.0	17,620	12,025			
30 Sep. '59	21.0		1.6		2	3	10	Saratoga and Schenectady	480,684	*		300,000	85,000		385,000	ope	r.by Ren	a. & Sar.	30,150	7	
30 Sep. '59	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000		895,000	54.5	107,506	154,099	7,493		
30 Sep. '59				13.2				Staten Island	114,015	*		50,603	41,200	22,686	114,489						
30 Sep. '59	11.0							Brooklyn and Jamaica	369,856			284,850	85,000			ope	r.by Lo	ng Isl.	37,560	9	
30 Sep. '59	81.3		7.1		13	12	117	Syracuse and Binghampton	2,851,292	*		1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155		
30 Sep. '59	27.2		3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010		
30 Sep. '59	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731	ope	r. b.Hud	a. River.		6	
30 Sep. '59	2.1		2.1					Troy Union	732,114			30,000	680,000		732,114	ope	r. by oth	er Co's.			
30 Sep. '59	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,715		1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0							North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '59	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0		487,043	209,793		
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '58				43.0				Western North Carolina	190,793	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '59	118 2				17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508		
1 Aug. '59	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356		
31 Mar. '59	60.3				22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3		489,437	249,666	7	75
-- -- '59	37.0			62.1				Cinc. and Indianapolis Junc.								37.0					49
1 May, '59	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '58	135.4	5.8			42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,113,639	575,159	7	99
31 Dec. '59	67.0			18.0	10	6	205	Cleveland and Mahoning	1,920,953	*		580,000	1,202,300	161,200	1,943,500	67.0	163,973	285,140	182,282		
31 Dec. '59	95.4	1.2	37.9		31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	15½
30 Apr. '59	109.2	79.4			32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6		798,155	414,456	6	46
31 Dec. '58	61.4			53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054		
31 Aug. '58	36.6				5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174	36.6		125,940	66,253		
31 Aug. '58	16.0			47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000		
31 Dec. '58	45.0				6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615		
-- -- '59	36.0			84.0				Fremont and Indiana													
31 Aug. '58	32.0				6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573		
30 Nov. '58	13.0			34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '58	83.5		37.8		39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	90
31 Dec. '58	173.8	21.6			33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452		
30 Apr. '59	192.3				48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		881,957	312,441		
31 Aug. '58	117 0	8.0			17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '59	153.9	52.0			39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9		577,958	211,894		
30 Dec. '58	116.0	9.0			13	20	206	Sandusky, Mansfield & New'k	2,141,811	*		828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371		
30 Nov. '58	55.6			74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5			23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8			62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
-- -- '58	243.0				35	18	580	Toledo, Wabash and Western	10,542,000	*		3,573,000	7,650,000		11,223,000	250.0		676,022	159,769		
								PENNSYLVANIA.													
30 Nov. '59	45.0		3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300		1,660,000	400,000	20,000	2,080,000	45.0		87,940	45,000		
31 Aug. '59	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	65
31 Aug. '59	63.5		3.0		22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571		1,700,000	2,271,536	436,228	4,407,764	119.0		337,257	90,438		
30 Sep. '59	52.5		3.2		11	8	66	Cumberland Valley	1,225,971	*		981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	
31 Dec. '59	110.8	2.3	36.0					Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0		1,430,512	881,609		90
30 Nov. '59	36.3		2.3		3	3		East Pennsylvania	900,000	16,617		386,121	385,500	188,515	940,136	36.3					
30 Sep. '59	18.0		4.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b.Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	21.9					Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,883,343	55.5		436,237	153,334	6	54
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267		
31 Aug. '59	30.9	11.3	4.0		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '59	45.7			20.2	15	6		Lehigh Valley		*		1,966,350	1,500,000			45.7		525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5		9			Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.			19
31 Dec. '59	20.0		4.0					Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,900	3,619,304	231,532	9,291,156			595,857	503,660	6	52½
30 Nov. '58	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838		2,800,000			2,991,150	72.3		556,192	379,976	10	
30 Nov. '58	55.0	10.1	9.7		16	15	531	North Pennsylvania	5,449,061	366,997		3,155,828	2,787,000	377,818	6,320,638	65.7		347,302	188,398		86½
31 Dec. '58	230.0	56.0	350.0		213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517		31,356,832	386.0		5,362,355	2,231,617		82
30 Sep. '58	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0			16			Phila., Germant'n & Norrist'n	1,422,977	228,455		1,208,500	374,800	104,720	1,742,333	24.0		288,657	157,194		
30 Nov. '59	147.4	4.0	61.0		149	57	5,697	Philadelphia and Reading	19,390,866	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4		2,724,293	1,245,816		46
31 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy		
31 Oct. '59	98.0	6.0			31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	437,500		42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '58	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '58	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,296,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '58	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '58	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '58	9.2	15.1	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.9	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '58	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,560	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '58	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '58	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,221	208,439	96,571	5	.....
30 Nov. '58	13.0	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.0	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '58	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '58	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	450,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	—	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	oper. by Vt. Central				—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	oper. by Troy		& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	74
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304.195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387.413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	13½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox River Vall.	.....	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.8	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,280,160	15	125

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	25,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	----	------	----
Mortgage	109,500	----	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	62½
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'70	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	99
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60)				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	570,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅔ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	(590,000	--	------	70
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Ster'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,038	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	875,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. ('1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington, & Quincy:				
Consolidated 1st Mort.	1,500,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	393,000	7	1869	----
Cent. Hil. Tr. 1st Mort.	392,000	7	1864	----
Cent. H. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				----
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	60
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,200,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	395,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	80
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	73
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	------	------	----
***Columbus, Piqua and Indiana:**				
------	------	------	------	----
------	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	252,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	---
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	94
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,420	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1861	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	96½
Convertible	1,002,000	7	1877	86
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,685,000	7	1875	96½
Construction	4,115,000	6	1875	96½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60)				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	23
2d Land Grant (Western Div.)	353,600	†	------	23
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	84½
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,500,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	99
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	84
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1563	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	79
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80
2d Mortgage	2,175,000	†	1877	46
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	66
1st Mortgage (convertible)	526,000	8†	1862	66
1st Mortgage (convertible)	650,000	8†	1863	66
1st Mortgage (convertible)	1,250,000	8†	1877	66
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	500,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1856	----
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,560,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	103
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1891	----
Stock Subscription	785,000	6	1883	99
Premium Consolidated Stock	8,000,000	6	1883	99
Real Estate	221,000	6	1883	99
New Convertible	3,000,000	7	1864	104
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	104½
2d Mortgage	4,000,000	7	1859	99
3d Mortgage (convertible)	6,000,000	7	1871	97
4th Mortgage (convertible)	3,729,000	7	1880	87
5th Mortgage	1,277,000	7	1883	83
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	66
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	98
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	511,000	7	1860	----
1st Mortgage	984,000	6	1866	96
1st Mortgage	950,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	1,965,000	6	1888	101¼
2d Mortgage	1,928,000	6	1875	----
3d Mortgage Sterling	1,639,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,000	6	1876	----
3d Mortgage (Coupon)	150,000	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'e	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersburg and Lynchbg (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norristo'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	101½
Mortgage	1,572,800	6	1860	101½
Mortgage (convertible)	886,000	6	1860	101½
Mortgage (convertible)	134,000	6	1860	101½
Mortgage	3,209,600	6	1870	87
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,928	6	1860	----
Mortgage Loan	1,666,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connelsville:				
Pittsburg Loan	500,000	---	------	----
Allegheny Co. Loan	750,000	---	------	----
Connelsville Loan	100,000	---	------	----
McKeesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsbg, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	300,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division	650,000	†	------	----
1st Mortgage (Western Division	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	---	1900	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1869	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	800,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	81
2d Mortgage (convertible)	2,000,000	7†	'68-'70	58
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16¾
2d Mortgage	----------	---	------	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	----	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Oct. 17, 1860.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.10.
FEDERAL STOCKS:—						
U. S. 5s, 1874	----	----	----	102¼	103	
U. S. 5s, 1865	----	----	----	----	----	
STATE STOCKS:—						
California 7s	----	----	----	----	93⅝	
Georgia 6s	----	----	----	----	----	
Illinois 5s	----	----	----	----	----	
Indiana 5s	----	----	----	----	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s 99	----	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	----	----	----	100	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s 78⅞	78⅞	79½	79⅛	79½	79⅞	
New York 5s, 1874	----	----	----	----	----	
" 6s, 1865	----	----	----	----	----	
North Carolina 6s 98⅝	98½	----	98½	----	98½	
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890	----	90½	90½	90½	----	
Virginia 6s 90½	90⅜	----	90½	90½	90½	
RAILROAD SHARES:—						
Chicago, Burl. and Q. 89	89½	89	89⅞	89½	88½	
Chicago and Rock Isl. 75½	73⅞	75¼	74	72⅞	75	
Chicago and N. West. ----	----	----	----	----	----	
Clev., Painesv. & Asht. ----	----	----	----	----	----	
Clev. and Pittsburg ----	15	15	14	----	15	
Clev. and Toledo 46½	46½	45½	46	45⅞	46	
Del., Lack. and West. ----	----	91	91	----	----	
Galena and Chicago 76½	77¼	77⅛	78½	77⅛	77⅞	
Hudson River ---- 64	64½	64½	64	64	63½	
Illinois Central (scrip) 84½	85½	83⅞	84	84	84	
Indianapolis and Cinc. ----	----	----	----	----	----	
Michigan Central ---- 60½	68⅞	68½	68½	68⅛	68	
M. S. and N. I. guar'd, 49½	48⅞	48	48	40⅛	47	
M. S. and N. I. ---- 21¼	22	21⅛	21¼	21⅛	21	
Milwaukee and Miss. 14	14½	15	14½	----	----	
New Jersey Central ----	----	----	----	----	----	
New York Central 88⅛	89½	89½	90	89½	88⅛	
New York and Erie 39½	39	39½	39½	39	39	
N. York and Harlem 21⅞	22½	21½	21⅞	21½	20	
N. Y. and H. "pref." 50⅛	51½	51⅝	50⅛	49⅜	49½	
Panama ----	----	----	124½	125	125	
Phila. and Reading ----	----	47½	48	47	46⅜	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M. ----	82	83	82⅜	84	----	
Chic. and N. W. 1st M. 59	59	59	----	----	58⅞	
" " 2d M. ----	32½	----	----	----	----	
" " S. F. ----	----	79	----	----	----	
Cl. & Tol. S. F. 7 p.c. '85 ----	----	----	----	----	----	
D. L. & W. 1 M. 8 p.c. '71-5 ----	----	----	99½	----	----	
" 2M. 8 p.c. '81 ----	----	----	----	----	----	
Gal. and Ch. 1 M. 8 p.c. '63 ----	----	----	----	----	----	
" 2M. 8 p.c. '75 ----	----	----	----	95	----	
Hann. & St. J. 1 M. 8s ---- 68½	----	----	70	----	----	
Hudson R. 1 M. 7 p.c. '69 ----	106	----	----	----	----	
" 2M. 7 p.c. '60 ----	----	----	----	----	----	
" 3M. 7 p.c. '75 ----	----	----	----	----	92	
Illinois Centr. 7 p.c. '75 ----	----	----	97½	97	----	
" " 6 p.c. '75 ----	----	----	----	----	----	
L. Erie & Wab. 1 M. ----	----	75½	76¾	----	----	
" " 2 M. 48	----	----	----	----	48	
Mich. Cen. S. F. 8 p.c. '82 98	----	98	----	98½	98½	
" conv. 8 p.c. '69 ----	----	----	----	----	----	
Mich. Southern 1st M. 87	----	----	----	----	87	
" " 2d M. ----	65	65	----	65	65	
" " S. F. ----	----	----	----	----	----	
M. S. & N. I. 1 M. S. F. ----	----	----	----	----	----	
" 2 M. 8 p.c. '77 ----	----	----	----	----	----	
Northern Ind. 1 M. ----	----	----	----	----	----	
" " 2 M. ----	----	----	----	----	----	
N. J. Central 1st M. ----	----	----	----	----	----	
N. Y. C. 6 p.c. certif. '83 ----	----	----	----	----	----	
" 1 M. 7 p.c. '64 ----	----	----	----	----	----	
N. Y. & E. 1 M. 7 p.c. '67 ----	104	----	104	----	----	
" 2 M. 7 p.c. '59 ----	99½	99⅜	----	----	----	
" 3 M. 7 p.c. '71 ----	----	----	93⅜	----	----	
" 4 M. 7 p.c. '80 87	----	87½	87⅛	----	87½	
" 5 M. 7 p.c. '83 ----	78	79½	----	----	----	
" conv. 7 p.c. '62 ----	67	----	----	----	----	
" " 7 p.c. '71 ----	67½	68	----	70	----	
" S. F. '75 ----	----	----	----	----	----	
N. Y. & H. 1 M. 7 p.c. '73 98	----	----	98½	----	----	
" 2 M. 7 p.c. '64 ----	----	----	----	----	----	
" 3 M. 7 p.c. '67 ----	----	----	----	----	----	
Penn. 1 M. 7 p.c. conv. '88 ----	----	----	----	----	----	
" 2 M. 6 p.c. st'g '75 ----	----	----	----	----	----	
Ph. and Read. 6 p.c. '60 ----	----	----	----	----	----	
" " 6 p.c. '70 ----	----	----	----	----	----	
T. H. and A. 1 M. 8s '72 ----	----	----	----	----	----	
" " 2 M. 8s '70 ----	----	----	----	----	----	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank 103½	----	104¼	104¼	104¼	----	
America, Bank of ----	----	----	----	----	----	
Commerce, Bank of ----	----	101½	----	----	----	
Merchants' Exch. B'k ----	----	----	----	----	----	
Mercantile (Mar.) Ins. ----	----	----	----	----	----	
Commonwealth Bank ----	----	----	----	----	----	
Metropolitan Bank 112½	112½	112½	112½	----	----	
MINING STOCK:—						
Pittsburg ----	----	----	----	----	----	
Rockland ---- 26½	----	----	----	----	----	
Minnesota ---- 88	----	----	----	----	----	
Isle Royale ---- 12¼	----	12¼	----	----	----	
MISCELLANEOUS:—						
Del. and Hud. C. Co. ----	----	95½	95½	----	----	
Cumberland Coal Co. ----	----	----	----	----	----	
Penn'a Coal Co. ---- 82½	82½	----	82½	82½	----	
Pacific Mail S. S. Co. 87	87½	88½	90	95	95	
Canton ---- 20½	----	20	20	20⅜	20	
Brooklyn Water W's. ----	----	----	103	----	----	

The following are the closing prices in the London Market on the 29th September:

United States 5 p. c. red. '74	93¼	to	93¾
Illinois Central 6 p. c. red. 1875	89	to	91
Do. 7 p. c. red. 1875	88	to	90
Do. do. Fr. L'd red. '60.	92¼	to	93¼
Do. $100 shares, all p'd.	78	to	80
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	90	to	91
Do. do. 1st mortgage (sinking fund), 1882	94	to	96
Do. $100 shares	62	to	64
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	72	to	74
Do. $100 shares	20	to	25
New York Central, 6 per cent. (sinking fund) 1883	88	to	90
Do. 7 per cent. 1864	93	to	95
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	93	to	95
Do. 2d mortgage, 1859	89	to	90
Do. 3d do. 1883, assented	78	to	80
Do. Bonds, 1862, '71, '75 do.	57	to	59
Do. Shares, assented	30	to	32
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	91
Do. 2d mort. 6 per cent. sterling	93	to	95
Do. $50 shares	38	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, October 20, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Grand Trunk Railway of Canada.

We see it stated, what has been for a long time expected, that a crisis is imminent in the affairs of this company. The leading London creditors are moving to get back some portions of their advances made to it. Such a step must be followed by default on the obligations of the company, which will very probably extend to the interest on the company's debentures.

The failure of this company will be a calamity of no small magnitude. It has invested the sum of $60,000,000 in its works. The greater part of this vast sum has been supplied by the London stock and bondholders, who have derived no incidental advantage whatever from their investment. The loss they suffer, consequently, will be a total one. Although the share and bondholders probably number an unusually large proportion of persons of wealth, very large sums are probably held by parties who depend upon the securities they hold for their daily support.

What is to be done in the event of the failure of the company is not yet indicated. But we take it that an effort will be made to have the Province assume the whole enterprise, issuing therefor its debentures at a low rate of interest. There can be no question of the equity of such an arrangement. The project was inaugurated and placed before the public under the auspices of the Colonial Government. We have before us the *prospectus* first issued, in which the Inspector General; Solicitor General; Receiver General; Postmaster General; President of the Executive Council, and other officials appear as Directors. This prospectus undertakes to demonstrate that the net earnings of the road would equal to 11½

per cent. on the share capital. As a voucher for this estimate, a long document, signed by Lord Elgin, Governor General of the Province, was added, giving a glowing account of its resources and prosperity. The London direction presented an equal formidable display of great names. The scheme there was vouched for by Baring Brothers, and Glynn, Mills & Co., the leading bankers of the great Metropolis.

A person who knows anything of Englishmen will at once see that a scheme so presented could have all the money wanted for the asking. And who is the party responsible for the representations made? Clearly the Canadian Government. Its members, if any body, understood the subject upon which they assumed to speak. They were placed on the directory for the weight attached to their official positions. The money was subscribed and paid upon the faith attached to their public characters and to the familiarity which they were presumed to possess in the wealth and resources of the country.

The works of the company have been constructed. The advantage to the Province is incalculable. But this is probably the only advantage that is to result. They cannot prove productive. Under these circumstances should not the party benefitted bear the burden of their cost? There can be but one answer to this; and we are confident that in the end, there will be but one answer. The London stock and bondholders are not going to quietly pocket their losses. The most energetic representations will be made to the Colonial Government for relief, backed if necessary, by the Imperial Government. Unless Canada steps forward for their relief, her people will will find themselves on a very disagreeable footing with those of the mother country. The idea that a loss of some $35 or $40,000,000 is to be made by them for the benefit of Canada is not to be thought of, and the sooner that the crisis is properly met the better. Canada can well afford to issue debentures for the cost of the whole works, at 3 or 3½ per cent. and find herself vastly richer for the whole transaction. But she is not going to enjoy this advantage at the expenses of the unlucky share and bondholders living some 3,000 miles off, who are not benefitted a penny by what has made her rich and prosperous.

Population of the City of Cleveland.

	1860.		1860.
First Ward	4,886	Seventh Ward	2,178
Second Ward	4,605	Eighth Ward	2,256
Third Ward	2,777	Ninth Ward	3,638
Fourth Ward	5,569	Tenth Ward	2,570
Fifth Ward	4,901	Eleventh Ward	3,217
Sixth Ward	6,953		
Total			43,550

Cleveland in 1850, before the addition of Ohio City, which embraced the 8th, 9th, 10th, and 11th Wards, had a population of 17,034. By the late Census, the same Wards have a population of 31,869, being an increase in ten years of 14,335.

Ship Island Railroad.

Some prospect now exists of the work on this proposed road being soon commenced. The amount of means in the hands of the company that may be made available is $2,675,000, consisting of old and new subscriptions—stock offered to be taken by contractors, State aid, and lots in Mississippi City. The completion of the work, its engineer estimates, can be secured with $3,500,000. —*N. O. Picayune.*

Evansville and Crawfordsville Railroad.

The business of this company for the year ending August 31st ult., compares with that of the year previous as follows, viz:

Earn'gs for year ending	Aug. 31, '60.	Aug. 31, '59.
Passengers	$81,989 19	$83,143 32
Freight	112,266 89	75,565 97
Express	3,356 19	3,627 61
Mail	8,250 00	8,250 00
Rents	1,082 10	462 00
Total Earnings	$206,944 27	$171,048 90
Operating Expenses	*102,970 80	97,797 37
Net Earnings	$103,973 38	$73,251 53

*Including $4,897 13 for re-building Engine House at Terre Haute, blown down by Tornado, and repairing damage to Locomotives and Cars at same time.

Increase of gross earnings	$35,895 36	21 per ce't.
do expenses	5,173 52	5¼ "
do do deducting damages by Tor'do	276 39	¼ "
Increase of net earnings	30,722 85	32 "

J. E. MARTIN, Secretary.

OFFICE OF THE E. & C. RAILROAD CO.
Evansville, Sept. 26th, 1860.

September Earnings.

The earnings of the principal railroads for the month of September, 1859 and 1860 comparatively so far as reported have been as follows:

Railroads.	1859.	1860.	Increase.
New York Central	$743,599	$851,796	$108,197
New York and Erie	462,797	600,124	137,327
Baltimore and Ohio	392,203	464,883	71,680
New York & N. Hav.	90,554	92,052	1,498
New York & Harlem.	97,219	105,473	8,255
Hudson River	156,973	180,000	23,027
Housatonic	29,251	33,125	3,843
Grand Trunk (Can.)	.....	.....	.....
Great Western (Can.)	175,188	254,429	79,242
Pittsb. Ft. W'e & Ch.	233,313	246,708	13,395
Detroit & Milwaukee.	62,385	85,708	23,323
Michigan Central	210,837	257,248	40,411
Mich.South. & N. Ind.	181,000	236,000	55,000
Cleveland & Mahon'g.	.....	40,379	.....
Tol'o, Wa'h & West'n.	74,889	106,100	31,211
Milwaukee & Miss	104,879	140,044	25,165
Cleveland & Toledo	73,000	84,075	11,075
Illinois Central	246,656	257,634	10,978
Chic. Burl. Quincy	181,061	225,896	43,835
Chicago & Rock Isl'd.	114,788	130,580	15,792
Chic. Alton & St. L.	82,884	94,714	11,830
Chic. & Northwest'n.	51,319	81,200	29,881
Gal'a & Chic. Union.	208,803	221,617	12,814
Buff., N. York & Erie.	51,546	67,628	16,082
Phil. Ger. & Norrist'n.	17,475	17,932	457
Buffalo & State Line.	79,635	89,843	10,207
L. Miami, Col. & X	118,983	116,984	952
Dayton & Michigan	.....	38,656	.....

Debt of Savannah.

The funded debt of Savannah, at the present time amounts to	$1,872,840
The floating debt of the city to	59,180
Total funded and floating debt	$1,932,020

Against this amount the city owns—

2,000 shares	in Atlantic and Gulf R. R.	$ 200.000
2,517 "	in Augusta and Sav. R.R.	251,700
731 "	in Southwestern Railroad.	73,100
1,189 "	in Mong'y & W. Pt. R. R.	118,900
10.382.26 "	in Sav. Albany & Gulf R.R.	1,038,326
16.820.26 shares		$1,682,016

These stocks were paid for chiefly in city bonds, all the interest upon which has been punctually met, either by dividend receipts or by the ordinary revenues of the city.

☞ The first five miles of the Henderson and Nashville Railroad were completed on Monday last, according to contract.

Agricultural Statistics of Ireland

In the Belfast (Ireland) *News Letter*, of the 19th ult., we find an abstract of the usual Annual Report of the Register-General of the agricultural and other statistics of Ireland. We extract a few items, which are of interest to our readers. The returns of live stock show a general decrease, except hogs (pigs.) The comparison is as follows:

	1859.	1860.	
Horses	629,075	620,938	8,137 Dec.
Cattle	3,815,598	3,599,235	216,363 Dec.
Sheep	3,592,804	3,537,846	54,958 Dec.
Pigs	1,265,751	1,268,590	2,839 Inc.

There is a large decrease in the number of acres cultivated in 1860, as compared with the previous year, though there is an increase as regards wheat and barley, but a large falling off as regards oats. The following is the comparison:

ABSTRACT OF CEREAL CROPS.

	1859. Acres.	1860. Acres.	Incr. Acres.	Decr. Acres.
Wheat	464,175	469,642	5,467	.....
Oats	1,982 662	1,961,384	.....	21,278
Barley	177,894	180,964	3,070	.....
Bere and Rye.	13,198	12,822	.....	376
Beans & Peas.	14,851	12,745	.....	2,106
Total	2,652.780	2,637,557	8,537	23,760

Decrease in cereals in 1860 ..... 15,223 acres.

ABSTRACT OF CEREAL CROPS.

	1859. Acres.	1860. Acres.	Incr. Acres.	Deer Acres.
Potatoes	1,200,347	1,171,837	.....	28,510
Turnips	322,137	318,694	.....	3,446
Mangel Wurzel and Beet Root	27,054	32,060	5,006	.....
Cabbage	31,600	22,749	.....	8,931
Carrots, Parsnips & other green crops	21,971	21,613	.....	358
Vetches and Rape.	33,243	40,533	7,290	.....
Total	1,636,432	1,607,483	12,296	41,245

Decrease on green crops in 1860 ... 28,949 acres.
Total increase in the extent of land under crops in 1860 ..... 105,365 acres.

TOTAL NUMBER OF LIVE STOCK IN IRELAND IN THE YEARS 1855, 1859 AND 1860.

	Horses.	Cattle.	Sheep.	Pigs.
1855	556,287	3,564,400	3,602,342	1,177,605
1859	529,075	3,815,598	3,592,804	1,265,751
1860	620,938	3,599,235	3,537,846	1,268,590

With regard to emigration, the report says that the number of emigrants from each province during the first eight months of 1859 and 1860, were as follows:

Leinster—1859, 3,332; 1860, 10,124; net increase, 1,792.

Munster—1859, 14,476; 1860, 20,639; net increase 1,792.

Ulster—1859, 28,460; 1860, 19,646; decrease, 8,814.

Connaught—1859, 6,054; 1860, 6,890; net increase, 836.

From what Province not stated—1859, 2,087; 1860, 4,886; net increase 2,799.

From All Ireland—1859, 59,409; 1860, 62,185; net increase, 2,776.

The total number of emigrants from Ireland—according to the returns—from 1st. May, 1851, to 1st. September, 1860, including males and females of every age, was 1,150,982.

East Texas Railroad.

The Sabine Pass *Times* says that there are now 400 hands at work on the East Texas Road, and 150 more shortly to arrive. The grading of the first fifty miles will be completed by the 20th of October. The iron will begin to arrive in October, and it is expected to have the road finished to Beaumont by the 15th of December.

Insurance Dividends.

The following table embraces the dividends declared by the Fire insurance companies of this city for the months of June and July, 1860:

Companies.	Capital.	Per ct.	Divid'd.
JUNE DIVIDENDS.			
Bowery	$300,000	10	$30,000
Howard	250,000	10	25 000
Manhattan	250,000	10	25,000
North American	250,000	5	12,500
Total	$1,050,000		$92,500
JULY DIVIDENDS.			
Ætna	$200,000	5	$10,000
Adriatic	150,000	5	7,500
American (also Scrip divid. of 50 per ct.)	200 000	3½	7.000
Arctic	250,000	6	15,000
Brevoort	150,000	..	.....
Brooklyn	102,000	10	10 200
Citizens	150 000	12½	18,750
Clinton	250,000	7	17,500
Columbia	200,000	..	.....
Commerce	200 000	8	16 000
Commonwealth	250 000	6	15,000
Commercial	200,000	8	16,000
Continental (also Scrip divid. of 45 per ct.)	500 000	7	35 000
East River	150,000	6	9 000
Empire City	200,000	7	11,000
Excelsior	200 000	..	.....
Fulton	200,000	10	20,000
Gebhard	200.000	5	10 000
Goelhue	200 000	6	12,000
Hamilton	150 000	4	6.000
Hanover	200,000	6	12 000
Harmony	150,000	5	7,500
Hope	150 000	5	7,500
Humboldt	200 000	..	.....
Home	1 000 000	6	60,000
Importers and Traders'	200 000	4	8 000
Jersey City	150,000	5	7,500
Kings County	150,000	..	.....
Knickerbocker	280 000	6	16,800
Lafayette	150,000	5	7,500
Lamar	300 000	..	.....
Long Island	200,000	10	20,000
Market (also Scrip div. of 33⅓ per cent.)	200,000	12	24,000
Mechanics and Traders'	200,000	10	20,000
Mechanics'	150 000	7	10 500
Mercantile	200 000	6	12,000
Merchants'	200 000	10	20,000
Metropolitan	300 000	..	.....
Montauk	150 000	5	7,500
Nassau	150 000	10	15,000
National	200 000	10	20.000
New Amsterdam	200.000	8	16,000
New York Equitable	210.000	10	21 000
New World	200 000	5	10 000
Pacific	200 000	12	24,000
Park	200 000	10	20.000
People's	150,000	4	6.000
Relief	150 000	8	12,000
Republic	150,000	6	9,000
Resolute (also scrip div. of 33⅓ per cent.)	200 000	5	10,000
Standard	200 000	5	10.000
Tradesmen's	150 000	4	6.000
United States	250.000	5	12.500
Washington	200,000	5	10,000
Williamsburg City	150,000	7	10,500
Total, July	$1 592,000		$691,750
Total, June	1,050,000		92,500
Grand total	$2,642,000		$784,250

Cumberland Valley Railroad.

The stockholders of this company met on Monday last, and elected the following officers and managers.

President—FREDERICK WATTS.

Treasurer and Secretary—E. M. BIDDLE.

Managers—Washington Butcher, J. Hulme, Daniel O. Gher, Wister Morris, Thomas A. Scott, (in place of W. B. Foster, jr., deceased)

New Motive Power.

The Paris correspondent of the London *Star* states that the whole of the scientific world is in a state of revolution at the bare prospect of the success obtainable by M. Lenoir's new motive-power, for which we have been prepared for many months past. The trial has been made at last, and the result has excited the greatest interest throughout Paris. As usual in all great discoveries, that made by M. Lenoir is found upon the simplest fact in science, being merely the application upon a large scale of one of the elementary experiments of chemistry—that of the synthesis of water in the radiometer. He has simply utilized the principle of the expansion of air when at a lofty temperature, by means of combustion through the spark of induction of hydrogen. The economy produced is calculated at not less than 40 per cent. by the suppression of the boiler, the chimney and the other accessaries hitherto used in the construction of steam engines. The machine itself offers a saving of thirty per cent. Several engines varying, from five to ten-horse power, constructed by Marinoni, have been dispatched to England and Belgium. M. Hardouin has ordered one of twenty-horse power for the works hurrying on in the Isthmus of Suez. This new machine, which seems to realize every dream of inventor and manufacturer, by offering an immense result of power in exchange for a merely nominal supply of fuel, is about to be tried in some of the French railways. Until then it would premature to pronounce the assertions made by the inventor and his friends as the results of proof.

Peoria and Oquawka Railroad.

We understand that the new directors of the Peoria and Oquaka Railroad have offered Moss, Harding and & Co. $50,000 for the portion of road between Galesburg and Burlington, which was refused, Moss, Harding & Co. alleging that they can obtain a larger sum from the Chicago Burlington and Quincy company. We are not at all acquainted with the powers of Messrs. Harding & Co. in this matter; we don't know whether they have the legal right or not to sell out this piece of the road, and destroy the interests of Peoria, but it strikes us that whatever can be done to prevent the sale of the west end of the P. & O. road to the C. B. & Q Company, ought to be done without delay.—*Peoria Times.*

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SEALED PROPOSALS will be received at this office until the 1st day of December next for executing the Grading and Masonry on fifty miles of the Georgia Western Railroad, commencing at Atlanta, and extending into Haralson county.

Profiles and plans, with approximate estimates of quantities, will be exhibited at this office on and after the 15th of November. Payments to be made in cash, monthly. The work is in a healthy locality, and will present superior advantages to contractors in obtaining supplies.

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L. P. GRANT, Chief Engineer

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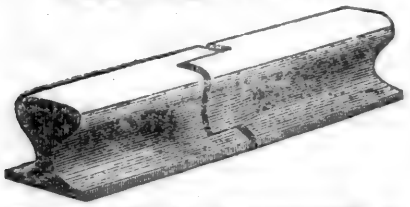
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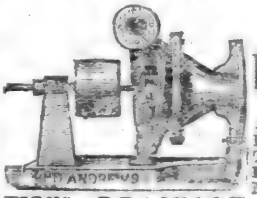
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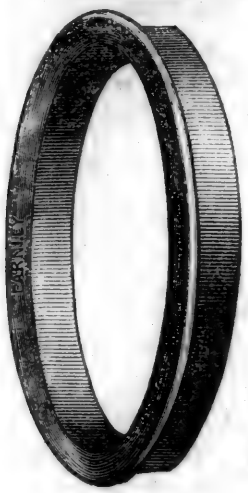
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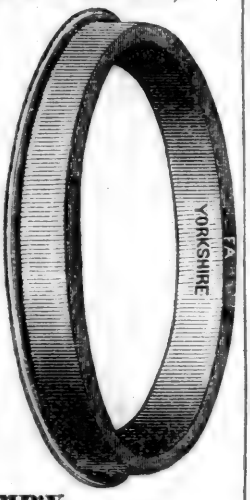
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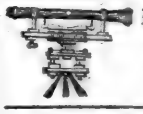
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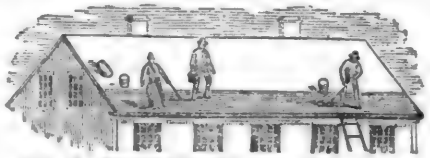
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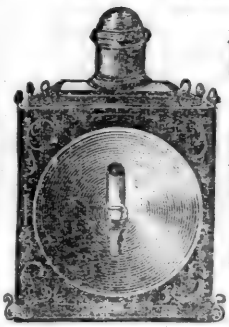
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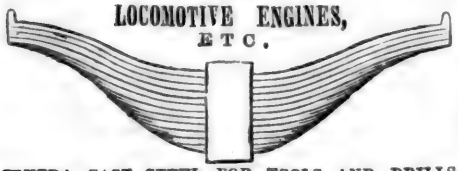


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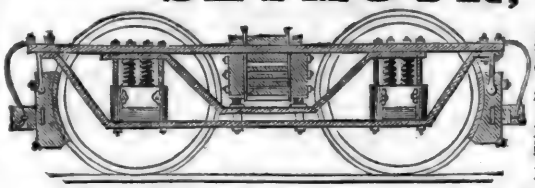
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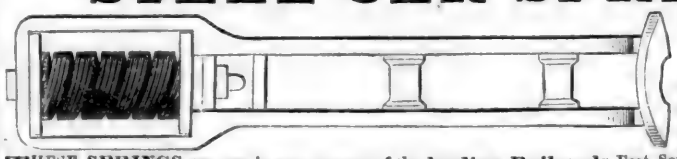
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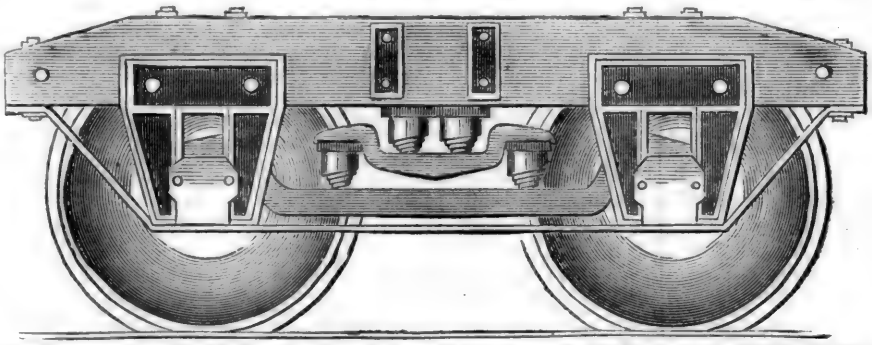
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AMERICAN RAILROAD JOURNAL.

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INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

New York State Canals.....945
Action to recover interest on Railroad Stock..947
Virginia Central Railroad.....948
Debt, Wealth and Population of St. Louis....950
Nashville and North-western Railroad.....951
Glassboro' and Millville Railroad.....951
New York and Harlem Railroad.....952
Railroads of Virginia.....953
Pittsburg, Fort Wayne and Chicago Railroad.960
The Share and Money Market.....961
Grand Trunk Railway of Canada.....961
Buffalo, New York and Erie Railroad.....961
Charleston and Savannah Railroad.....962
Pacific Railroad.....962

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New York, Saturday, October 27, 1860.

New York State Canals.

(*From* POOR'S *History of Railroads and Canals.*)

The valleys of the Hudson and Mohawk rivers, being depressed below the general level of the country, were naturally seized upon by the earliest explorers and traders as the most convenient route between the interior and the Atlantic coast. The waters of the Mohawk took their rise in a plateau, which was also drained in parts by streams running into Lake Ontario. These waters so intermingled that in times of floods the Indian in his canoe could pass from one to the other. At these periods, a continuous water-line extended between Lake Ontario and the harbor of New York.

The progress of population westward suggested at an early day the improvement of this natural highway. In 1724, Cadwallader Colden, then surveyor general of the colony of New York, suggested a system of works somewhat similar to that now existing. In 1768, Sir Henry Moore, the governor of the colony, recommended to the legislature the improvement of its inland navigation as worthy of attention. Action upon these recommendations was necessarily postponed by the political troubles which soon followed. The idea, however, was not lost sight of, and in the midst of the revolutionary struggle, Gouverneur Morris predicted that, "at no distant day, the waters of the great western inland seas would, by the art of man, break through the barriers and mingle their waters with those of the Hudson,"—a prediction which in after life he aided to fulfil.

With the independence of the country, the project was renewed. No definite action was taken, however, till 1808, when the subject was presented to the attention of the legislature of the State, and a reconnoisance of the route proposed, which was subsequently ordered, and a sum of *six hundred dollars* voted to defray the expense. The survey was committed to James Geddes, who was instructed by Mr. De Witt, the surveyor general—first, to examine "what may appear the best place for a canal from Oneida Lake to Lake Ontario;" and next, "the ground between Lake Erie and Lake Ontario, with a view to determine what will be the most eligible track for a canal from below Niagara Falls to Lake Erie." The interior route was treated as a subordinate object, or only thought of "as a work by itself, to be undertaken hereafter, should government deem it necessary."

The Report of Mr. Geddes was made on the 12th of January, 1809, and though necessarily imperfect, by reason of the inadequate means voted for the survey, fully proved the practicability of the interior route, and the benefits it would secure to a fertile country that could be reached by no exterior route. No immediate legislative action followed, but the steps taken served to excite increased interest on the subject of the proposed improvements.

Before proceeding further with the historical sketch of the New York Canals, it will be proper to record the efforts already made by incorporated companies to open communications, by water, between the Hudson River, Lake Ontario and Lake Champlain.

On the 15th of February, 1791, a joint committee of the legislature was appointed to enquire into the means of removing the obstructions to the navigation of the Mohawk and Hudson rivers, and on its recommendation, an act was passed providing, among other things, for the survey of the ground between Wood Creek and the Mohawk River, and between the Hudson River and Wood Creek of Lake Champlain, and for estimates of the cost of constructing canals on the respective routes. An effort to make them State works was unsuccessful; and the report of the commissioners resulted in the incorporation, in 1792, of the Western and the Northern Inland Navigation companies—the one authorized to make a lock navigation from the Hudson to Lake Ontario, and the other a similar navigation from the Hudson to Lake Champlain.

In 1796, the Western Company surveyed a line for their proposed work, and soon after constructed a canal around Little Falls, one mile long, with 5 locks; another over the Genesee Flats, with 2 locks, and a third from the Mohawk to Wood Creek, running into Oneida Lake, with 2 locks and a feeder. Several dams and locks were constructed on Wood Creek. These works were completed in 1802, allowing the passage of boats of 15 tons burden from Oneida Lake to the Lower Mohawk, at a cost of $450,000. Toward these improvements the State contributed, as a stockholder, $92,000. From their limited capacity and imperfect construction, they proved unremunerative, their cost exceeding four times the estimates The company discouraged by the result suspended further operations.

The Northern Company did little or nothing toward the construction of the works assigned to it.

As the people of the State became more familiar with the country on the route now occupied by the Erie Canal, and as the need of such a work became greater with the increase of population, the subject was again brought to the attention of the Legislature; and on 1st March, 1810, a resolution was adopted by that body for the appointment of a commission to examine the route, the condition of the western navigation, the improvements expedient to be made, and to report in full to the Legislature at its next session their estimates and opinions thereon. The report was in favor of the interior route, and estimated the cost of a canal upon it at $5,000,000, and recommended that the enterprise should be offered to the general government. An act passed on 14th March, 1812, continued the commission, and authorized an application for aid to Congress and the Legislatures of the several States, and the appointment of engineers—appropriating $15,000 to the service.

The aid of Congress was refused. The report to this effect, made to the Legislature, in March, 1812, aroused the State pride, and a determination on the part of the people to rely on their own resources in the prosecution of the proposed works. It was followed by an act passed in June, authorizing the commissioners to borrow $5,000,000, in Europe, on the credit of the State. In consequence, however, of the hostilities which at that time were existing, no loan was effected, and in 1814 the act was repealed, and all proceedings relative to the canal suspended.

With the return of peace the project was revived. Public meetings were held to discuss the proposed works, and numerous petitions presented to the legislature in their favor. It was not, however, till 1816 that an act was passed which was the incipient step in the construction of the present system of public works. This act provided for the appointment of a board of commissioners, to examine the whole subject and report their doings to the succeeding Legislature. The duties imposed were faithfully discharged. The commissioners reported detailed surveys and estimates, laying the foundation for future action. On the 15th April, 1817, the act "concerning navigable communications between the Great Western and Northern Lakes and the Atlantic Ocean" was passed. It continued the commissioners previously appointed; established a canal fund; authorized the commencement of the work, by opening communications by canals and locks between the Mohawk and Seneca rivers, and between Lake Champlain and the Hudson, and empowered the commissioners to purchase the rights of the Western Inland Transportation Company, and to assess $250,000 upon lands on or within 25 miles of the route.

On the 27th June following the first contract was given out, and on the 14th July the ground for the Erie Canal was broken near Rome. The whole line was divided into three sections: the Western, extending from Lake Erie to the Seneca river; the middle, from that river to Utica, and the Eastern, from Utica to the Hudson. The middle section, including a branch from Syracuse to Onondaga Lake, was rendered navigable in October, 1819. In 1819 and 1820, 43 miles on the western section, chiefly on the east of the Genesee river; and in 1820, 26 miles on the eastern section were put under contract. Operations were conducted on both sections simultaneously. In the early part of 1821, the residue of the eastern, and that part of the western below the Genesee and Tonawanda Creek were let. In November of the same year, boats descended as far as the Little Falls on the Mohawk. Towards the close of 1822, boats navigated 220 miles of the canal; and in October, 1823, 280 miles were finished, and boats from the north and west entered the Hudson at Albany. On the 26th October, 1825, the first boat passed from Lake Erie to the Hudson. The period between the commencement and completion of this canal was eight years and three and a half months. The union of the waters was appropriately celebrated in the city of New York, on the 4th November, 1825.

The Champlain Canal was commenced in October, 1816; was navigable in November, 1819, and was finally completed in 1823.

In 1820, the State acquired by appraisement and purchase the rights and property of the Western Island Navigation Company, paying for them the sum of $151,821. The interest of the State as a stockholder, in this valuation, amounted to $60,205.

No sooner were the works which constitute the great feature of the system, the Erie and Champlain Canal, opened, than attention was directed to the improvements suggested to the wants and topographical features of the State. These were supplied by a number of lateral canals—the Oswego, reaching to Lake Ontario; the Black River, connecting the Erie Canal with the basin of the St. Lawrence; the Chanango, the Cayuga and Seneca, the Crooked Lake, and the Chemung Canaes, connecting it with the Susquehanna, and the Genesee Valley Canal, connecting it with the Alleghany river.

The dimensions of these several canals, as established by the commissioners in 1817, were 40 feet in width, 4 feet deep, with locks 90 feet by 15 feet. Their capacity was soon found to be inadequate to meet the wants of a growing commerce. So early as 1834, this had become apparent, and in his message to the Legislature at its opening in that year, Governor Marcy, after alluding to the rapid increase of the trade of the lakes and canals, said—"It has already, become quite evident that the capacity of the Erie Canal will not much longer be adequate to the exigency of the business on it. The improvements that will soon be required are double locks to facilitate the passage of boats, and the enlargement of the canal in its width and depth;" and on the 29th January, the Canal Commissioners made a special communication to the Assembly in favor of doubling the locks east of Syracuse, and rebuilding the acquednct at Rochester. In view of these demands, an act was passed in 1834 authorizing the Canal Commissioners "to construct a second set of lift locks, of such dimensions as they should deem proper, on the Erie Canal, from Albany to Syracuse." In the summer, preparations were made to carry this into effect; but at the session of 1835, the act of 1834 was repealed, and another act passed for enlarging the Erie Canal in its whole extent, and to re-construct the aqueduct aforesaid, with a 40-foot waterway. At this session were also passed the several acts authorizing the Black River, Genesee Valley and other canals.

In July, 1835, the Canal Board resolved, "That the canal be enlarged, so as to give 6 feet depth and 60 feet width of water on the surface, and that the locks be 105 feet long and 15 feet wide in the clear." At an adjourned meeting, held in the following October, it was voted to increase the depth of the canal to 7 feet; its with to 70 feet, and the locks to 18 by 110 feet. The estimated cost of the enlargement, to the extent proposed, with double locks (but not including land damages), was $12,416,150. Little was done toward the enlargement till 1837, when, $636,312 was expended. For the next five years, about $2,000,000 were annually expended, when the work was suspended by act of the Legislature, in 1842. In 1847, an act was passed for the resumption of the work of enlargement, under which it was resumed and has steadily progressed to the present time.

The total length of all the canal and river improvements, with their navigable feeders, belonging to the State on the 30th September, 1859, was 886 miles. In this length are included the unfinished works on the Black River, and on the extension of the Genesee Valley Canal.

There is no doubt that the Erie, the leading work in the system of the New York Canals, is by far the most important artificial highway in the United States, both in the extent of its present commerce and in the influence it has exerted in advancing the population, wealth and material interests of the country. Its opening, in fact, gave, for the first time, commercial value to the products of the Interior. According to a report made in 1817, to the Legislature of the State of New York, the cost of transporting a ton of merchandise from Buffalo to Albany equaled $100, a sum far exceeding the value, in New York, of most of the agricultural products of the country. The time required was 20 days. The canal at once reduced the cost from $100 to $20, and the time from 20 to 8 days. With the improvements on the canal, and the enlargement, the cost of movement has been steadily reduced, so that for the past year the average charge for transporting a ton of merchandise from Albany to Buffalo was $2.40 including tolls. The tabular statements accompanying this memoir, present in a condensed manner the progress, amount and value of the commerce of this great work.

STATEMENT *of the Receipts and Payments on account of all the State Canals from the commencement of the works to the 30th September*, 1859.

Receipts—	
Loans (and revenue certificate of 1851-2)	$50,449,552
Premiums on loans, etc	2,521,443
Temporary loans	2,851,467
Gross tolls	70,565,737
Tax	3,827,191
Vendue duty	3,592,089
Salt duty	2,055,458
Steamboat Tax	73,509
Sales of land	320,518
Int. on investments and deposits	3,484,594
Rent of surplus water	76,024
General fund for deficiencies	1,386,499
E. and C. canal for B. R. canal and Erie canal feeder	290,098
E. and C. canals for deficiencies	4,540,971
Miscellaneous	1,213,083
Total	$146,858,123
Payments—	
Discounts on loans	$390,061
Principal of loans	26,214,645
Premium on purchase and investment of stock	366,777
Temporary loans	2,643,967
Interest on loans	27,413,493
Canal commissioners—construction	55,106,814
Seneca Lake Navigation company	53,872
B. R. canal for Erie canal feeder	290,098
General fund	4,137,603
General fund debt	3,884,417
Deficiencies of lateral canals and Oneida River improvement	4,540,971
Oneida Lake canal feeder	50,000
Repairs of canals—contractors	571,364
" " —superintendents	16,360,716
Collectors and inspectors	1,526,638
Weigh masters	182,928
Miscellaneous	2,194,716
Balance on hand 30th Sept., 1859	1,319,104
Total	$146,858,123

STATEMENT *showing the amount of tolls (including rents from surplus water) and the cost of collection and repairs from* 1826, *yearly.*

Fiscal years.	Gross tolls collected.	Expenses & Repairs.
1826	$854,508	$531,676
1827	881,134	494,701
1828	831,002	393,518
1829	817,919	357,588
1830	1,045,163	292,674
1831 (9 months)	751,269	224,420
1832	1,112,918	428,965
1833	1,388,381	487,797
1834	1,387,715	534,898
1835	1,484,596	510,525
1836	1,598,455	467,599
1837	1,325,610	608,994
1838	1,465,275	622,027
1839	1,655,789	504,758
1840	1,606,827	575,021
1841	1,989,687	514,518
1842	1,797,464	642,584
1843	1,953,829	531,146
1844	2,388,457	636,858
1845	2,375,533	738,106
1846	2,798,850	639,353
1847	3,463,710	643,766
1848	3,156,968	855,851
1849	3,378,920	686,804
1850	3,393,081	835,966
1851	3,703,999	907,730
1852	3,174,857	1,049,046
1853	3,162,190	1,098,377
1854	2,982,115	1,237,866
1855	2,632,901	989,792
1856	2,721,741	786,633
1857	2,531,804	970,453
1858	2,047,391	1,078,879
1859	1,814,362	897,879
Total	$69,564,425	$22,675,768
Average	2,046,013	666,934

Journal of Railroad Law.

ACTION TO RECOVER INTEREST ON RAILROAD STOCK; WHEN PAYABLE UNDER CERTAIN RESOLUTIONS.

The Vermont and Massachusetts Railroad Company was incorporated March 15, 1844, with a capital of 25,000 shares of one hundred dollars each. At the first meeting of the corporators and subscribers of stock, Nov. 21, 1844, it was voted, "that all subscribers be allowed interest on all sums paid by them up to the time when the road shall be completed and put in operation." On February 12, 1845, it was voted, "that the directors be authorized to deviate so far from the vote passed at the stockholders' meeting in November last, on the subject of allowance of interest to stockholders, as to arrange a convenient system for the treasurer, by which payments shall be made in uniform sums, and interest be allowed from uniform dates, not earlier than the first day of March next." On July 6th, 1847, the directors voted, that interest be paid to all holders of full paid stock on the first day of October next;" and interest was, accordingly, paid on ten thousand shares which had been fully paid in. Subsequently the company created new shares, of one hundred dollars each, one lot of which they put in the market at $75 per share, and the other lot at $50 per share; "the old and new stock to be of equal rank and value when fully paid, and the interest to be reckoned and adjusted accordingly thereon, and upon every assessment that may be paid." On the 12th of October, 1848, the directors voted "that the interest due to October 1st on stock be allowed to those who take new stock, and deducted on the payment of the second instalment, or paid in a bond of the company, at ninety per cent., to any stockholder who is willing to take it." By order of the directors, interest, on all shares of capital stock which had been issued prior to Sept. 5, 1848, and paid for, was made up to Oct. 1, 1848, and paid to the holders of such shares in cash, or by credit in payment for new stock. On April 10, 1849, the directors voted "that interest on the shares of this corporation shall cease after the 15th of the present month."

One Wright became the purchaser of 300 shares of the stock issued at 50 dollars per share; and interest from Oct. 1, 1848, to April 15, 1849, amounting to $975 not having been paid, he brought suit against the company for the amount, although the road had not been completed. The amount of interest on the shares held by the plaintiff and other stockholders, was cast up by the treasurer of the defendant corporation soon after the passage of the vote of April 10, 1849, and entered into a book procured by him for the purpose, setting against the name of each stockholder the number of his shares in one column, and the interest thereon in an other.

It will be perceived that by the resolution passed at the first meeting of the stockholders, interest was to be paid only "when the road shall be completed and put in operation." It was contended, however, on behalf of the plaintiff that the subsequent acts and resolves of the defendants bound them to pay interest without regard to the completion of the road; and that no vote to pay interest, before or after it was made up, was necessary. The defendants contended that no interest was due, or payable until the road was finished.

Judgment was recovered by the defendants in the Massachusetts Court of Common Pleas, from which an appeal was taken to the Supreme Court of Massachusetts. The following is the opinion of the appellate court affirming the judgment of the Common Pleas.

SHAW, CH., J.—This is an action brought by the plaintiff as a stockholder in the Vermont and Massachusetts Railroad Corporation, to recover several sums alleged to be due and payable to him from the corporation. The case comes before us upon an agreed statement of facts, and the claim is placed by the plaintiff on the votes of the stockholders.

Supposing the original vote of the stockholders should be regarded as declaring a general right of the stockholders, previously to paying in any instalments on their shares, that each should be entitled to interest, to be computed on his payments, from the time of each payment to the time when the railroad should go into operation, and be in condition to earn income and pay dividends; this would be equitable because it would put stockholders on an equal footing, whether they should pay earlier or later. It would encourage capitalists to advance their money early, to meet the exigences of the company before it could enjoy any income; and it seems right that the use of such capital should be paid for as a common charge on all. But a general declaration, and the adoption of an equitable arrangement, was indefinite in its nature, fixed no time or mode, in which such interest should be paid, and looked to no contingency on which it should be paid, other than the completion of the road.

Subsequently the directors passed a vote fixing the time of the first computation of interest to Sept. 1, 1847, probably with the expectation of issuing stock, and providing that these sums of interest should be received in payment therefor. Afterwards, the directors under the same authority fixed another time to which interest should be computed, being thirteen months from the former payment of interest, to be paid by receiving it on instalments on new stock, or the bonds of the company at ninety per cent. at the option of the stockholders. But there was no provision for the payment in money. These were paid accordingly. The directors never fixed any time for the third payment of interest. The directors voted April 10th, 1849, that no interest should accrue or be payable after April 15th; and thus fixed, as far as they had authority to do it, the time to stop the running or accruing of interest; but they did not fix a time for the payment of interest or direct the manner; whether by cash, bond, scrip or otherwise. Taking the legal obligation of the company to pay interest, on the ground on which the plaintiff places it, interest was not payable annually, or at any other period; because the vote did not so provide. We think there was no implied promise to pay interest annually, even if such promise might be implied from undertaking to pay money at a distant day, with interest in the meantime, because here was no debt, no principal sum to be paid. The directors have put no practical construction upon the votes, by paying annually, because the first and second payments were not an interval of a year, but of thirteen months; and, besides, the list payment was not to be made in money. Further, if anything made it an annual payment of interest, this action commenced July 3, 1849, was premature, being within a year from the former time of payment. In any way in which we consider it, the plaintiff had no cause of action when this suit was brought.

The book made by the Treasurer, stating how much would be due to each on the 15th of April, on which some reliance was placed, does not appear to have been made in pursuance of any order of either stockholders or directors. It was a blank book prepared by the clerk, to be signed by the stockholders, if any vote should pass under which they should receive their pay. No such vote ever did pass. It is of no authority as evidence. Great stress was laid by the plaintiff on the vote of the directors of April 10, 1849, stopping all interest after April 15, though it was denied on the other side that the directors had any authority to pass such a vote. No doubt this time was fixed as the time for stopping the payment of interest to stockholders because that was the time fixed for payment of the last instalment on the third issue of stock. As no more advances could be made, it was probably considered that, whether every stockholder should receive interest on what he had paid, or no one should receive any, it would really make no difference, because each would be bound to pay in the same proportion in which he would be entitled to receive. But whatever might be the authority of that vote, on the grounds on which its validity is questioned, we cannot put the construction upon it, that it directed the interest to be paid up to that time in cash and on demand; no such construction is warranted by its terms, or by any previous vote;

and we think it would be a forced and untenable one.

The Court are, therefore, of opinion, that whether that vote was unauthorized and void, or valid and effectual for the purposes for which it was intended, it was not a vote giving a present debt to the stockholder, and a right to maintain an action to recover it, and therefore, that this action cannot be maintained.

(*From* POOR'S *History of Railroads.*)

Virginia Central Railroad.

(*Financial year ending 30th September*, 1859.)

BOARD OF DIRECTORS AND OFFICERS, 1859–60.

Elected by Stockholders.	*Appointed by State.*
E. Fontaine. *Richd. Va.*	S. Carpenter. *Cov'gt. Va.*
A. B. Hill... " "	J. Baylor. *Gord'nsv.* "
J. R. Woods. *Charlottesv.*	W. Overton. *Staunton.* "

E. FONTAINE, *President*.....Richmond, Va.
JOHN GARRETT, *Treasurer*..... " "
THOMAS DODAMEAD, *Superintend.* " "
H. D. WHITCOMB, *Engineer*.....Staunton, "
PRINCIPAL OFFICE...RICHMOND, *Henrico Co.*, Va.

LENGTH OF ROAD.

Authorized: Richmond to Covington..206 miles.
Completed: Richm'd to Jackson's River.195 "
Second Track, none. Sidings and turnouts 16.5 "

This length (195 miles) includes the Blue Ridge Railroad (16.81 miles) constructed by the State and operated, under contract, by the Virginia Central Railroad Company.

ROLLING STOCK—Locomotive engines 27
Cars (8-wheel) :—Passenger, 1st class 13, and 2d class, 7..... 20
Cars (8-wheel) :—Conductors' 3; baggage, express and mail 8; covered freight and cattle 143; open, and platform, and gondola 30; hay 4 188
Cars (4-wheel):—Freight 10, and gravel 22. 32—240

The *Virginia Central Railroad Company* was chartered under the title of the Louisa Railroad Company, on the 26th February, 1836, with a capital of $300,000, and with authority to construct a railroad "from some point on the line of the Richmond, Fredericksburg and Potomac Railroad, in the neighborhood of Taylorsville, to a point in the county of Orange, near the base of the southwest mountains." On the 27th February, 1837, an act was passed authorizing the Board of Public Works to subscribe, on behalf of the State, $120,000 to the company's capital, or two-fifths of the whole amount. The work of construction was soon afterwards commenced, and the road completed and opened for public use, from the Junction (23 miles north of Richmond) to Fredericksball, 23.33 miles, on the 30th December, 1837, and to Louisa Court House, 35.29 miles, on the 28th December, 1838. The cost of the work to this date was $405,225, or $11,500 per mile. This amount was exclusive of rolling stock, which was provided by the Richmond, Fredericksburg and Potomac Company, under a contract for operating the road.

By an act passed on the 27th March, 1838, the company was authorized to extend the road from Louisa to Charlottesville, and to increase the capital by $300,000, three-fifths of which to be subscribed by the State. The first portion of the Extension, from Louisa to Trevillian's Tavern, 4.32 miles was completed on the 1st August, 1839, and thence to Gordonsville, 9.55 miles, on the 1st January, 1840. This was the western terminus of the road for the next seven or eight years.

In June, 1845, a resolution was adopted by the stockholders, asking for authority to extend the road to the Blue Ridge. The application was at first unsuccessful; but at the following session of the legislature an act was passed (8th March, 1847,) for this purpose. An independent railroad from the Junction to Richmond was authorized by an act passed on the 24th March, 1848. The latter was projected on account of the inability of the company to conclude a satisfactory arrangement for the continuance of the use of the Richmond, Fredericksburg and Potomac Railroad between the two points. Both these works were put under contract shortly afterwards.

For the construction of the Western Extension the company was authorized to increase its capital by $300,000, the State to take two-fifths of the amount. To this date a considerable amount of the net earnings had been diverted and applied to construction. As a compensation to the stockholders these, in 1848, were distributed as an extra dividend of ten per cent. to the old stockholders, bonds payable in 1852 and bearing 6 per cent. interest, being issued therefor. The first portion of the Western Extension, from Gordonsville to Cobham, 6.83 miles, was completed and opened for traffic on the 14th August, 1848; thence to Rogers' Mills, 6.85 miles, on the 19th December, 1848; thence to Shadwell, 4.18 miles, on the 20th March, 1849, and thence to Charlottesville, 3.05 miles, on the 31st May, 1850.

In March, 1849, an act was passed authorizing the construction of a railroad, including a tunnel, across the Blue Ridge, at the expense of the commonwealth, and with the view of connecting with the Louisa Railroad. The act required the acceptance of its provisions by this company, and that the latter should pay into the State treasury fifty cents for each passenger and ten cents for each barrel of flour transported through the tunnel, the company to operate the road and keep it in thorough repair at its own cost. The measure was duly accepted by the stockholders, at their annual meeting, in July of the same year.

Another act was passed at the session of 1849, which authorized the company to issue bonds to an amount not to exceed $80,000, the proceeds to be applied to the construction of the Richmond Extension. By the terms of the contract for this work, payment was to be made in bonds, stock and cash, in equal amounts. The bonds were made payable in 10 years, and bearing 6 per cent. interest.

The name of the company was changed in 1850, and from this date the history of the Virginia Central Railroad properly begins. The length of line now in operation was 70.07 miles, extending from the Junction to Charlottesville; and extensions were in progress at both ends, towards the Blue Ridge on the west, and towards Richmond on the east. In the course of this year (1850) that part of the line between Waynesboro' and Staunton was also put under contract.

On the 1st January, 1851, the Richmond Extension of the road was completed at a cost of $251,406. From the first opening of the Louisa road, in December, 1837, to the 1st July, 1847, it had been operated, under contract, by the Richmond, Fredericksburg and Potomac Company, at first for half the gross receipts from freight and mails and one-third the gross passenger receipts, and for the last three and half years of the period for two-fifths of the total gross receipts, the Louisa Company keeping the road in repair. From the 1st July, 1847, the company conducted its own transportation, paying tolls to the Richmond, Fredericksburg and Potomac Company for the use of its road into Richmond.

In the latter part of 1851, arrangements were made for extending the road from Staunton west to Covington. About the same time it was resolved to re-lay the road between the Junction and Gordonsville with heavy iron. This work of reconstruction was continued through 1852 and completed in the following year. Part of the cost was met by an issue of coupon bonds. The road from the Junction to Richmond, and from Gordonsville to Charlottesville, has also been re-laid with heavy rail.

The Western Extension of the road was opened from Charlottesville to Woodville, between 7 and 8 miles, on the 15th March, 1852, and to Mechum's River, 107 miles from Richmond, on the 6th December of the same year. Between this point and Waynesboro' the Blue Ridge Railroad, 16.81 miles long, intervenes. The work west of the mountains was in rapid progress, and the section of the road between Waynesboro' and Staunton, about 12 miles, was completed by the 1st July, 1853. The Blue Ridge Railroad was also completed, except the tunnel works. The slow progress at the latter induced the company to construct a temporary track over a depression of the ridge, called the Rock Fish Gap. This was completed on the 1st April, 1854; and thus a continuous line of railroad from Richmond to Staunton, 138 miles in length, was opened for traffic.

At the annual meeting in July, 1853, it was proposed to construct a direct line from Richmond to Charlottesville, and a charter for such road was granted on application to the legislature, on the 19th January, 1854. This line will have a length of about 70 miles, and save a distance, in comparison with the present route, of 27 miles. Nothing has yet been done towards its construction further than a preliminary survey having been made.

In April, 1855, the road was extended from Staunton to Goshen, 32.50 miles, and in July, 1856, to Millboro', 39.25 miles. At this period the whole remainder of the line to Covington was under contract and in rapid progress. The company, however, had been disappointed in receiving that aid from the legislature that had been expected, and in consequence was obliged to suspend further operations on the 10 miles next to Covington, and confine its labors to that section between Millboro' and Jackson's River, embracing the heaviest work on the whole line. This was completed and opened for traffic on the 10th July, 1857, the high grades immediately west of Millboro' being overcome by a temporary track similar to that at the Blue Ridge.

The Blue Ridge Tunnel was completed and brought into use on the 13th April, 1858, and the temporary track through Rock Fish Gap abandoned. This mountain track had grades varying from 238 to 295 feet to the mile, and frequent curves of 300 feet. The temporary track wes of Millboro' has grades of 308 feet, with similarly abrupt curves. This also will be abandoned on the completion of the tunnel at that point.

Nothing has been done on the suspended work beyond Jackson's River since the 6th April, 1856.

The company has decided not to resume operations until there is a prospect of having a portion of the Covington and Ohio Railroad (now being constructed by the State) opened for use.

On the delivery of the Blue Ridge Railroad and Tunnel, the works were found to be in an unfinished condition, and required essential improvements. By agreement with the Board of Public Works the company has undertaken their completion, the State binding itself to repay the necessary outlay from the tolls collected. In pursuance of this arrangement the tunnel and road are now being perfected.

In 1859, the Orange and Alexandria Company concluded a contract with this company for the use of its road between Gordonsville and Charlottesville. This forms a connection between the two divisions of the Orange and Alexandria Railroad, and obviates the necessity of constructing an independent road parallel to the existing line. The compensation for the use of the road is 62 per cent. of the earnings from freight and passengers passing over the connecting line, charged according to the current rates.

Exclusive of about four miles next to Covington, the length of the Virginia Central Railroad is 184.87 miles. In this distance the sum of ascents westward is 3,803 feet, and eastward 3,848 feet, making a total of 7,251 feet, or 35.9 feet to the mile. The maximum grade going west is 83 feet far 1.5 mile, and going east 72 feet per mile for 14.08 miles. The alignment shows 107.76 miles straight and 77.11 miles curved—the total curvature being 10,651.78 degress, averaging per mile on the curved part 1,381.87, and on the whole road 500.76 degrees. Maximum radius 19,100 feet, and minimum radius 716 feet for 0.22 mile. The structures on the line are—bridges 33, viz: wood 27 (spans 42, length 3,020 feet) stone or brick 3 (spans 8, length 166 feet), and iron 3; culverts 591, viz: box 472 and arched 119; buildings 171, viz: passenger houses 10, freight depots 28, repair shops 6, water stations 28, engine houses 8, wood sheds 17, dwellings 35, turn-tables 12, houses for section hands 25, cor houses 2. Rails, length 20 to 22 feet, weighing from 50 to 57 and 60 pounds, all T, except on 19 miles, which are laid with U pattern. On the sidings the rails is of mixed shapes and various sizes. Cross-ties 2,400 to mile, and of cypress, white oak, pine and chestnut, 6 by 8 inches, and 8 feet long; gauge of track 4 feet 8½ inches; chairs of wrought iron, weighing 7 lbs., 528 to mile. Crossings 250, viz: farm 230, road 4, street 8, and railroad 1; cattle guards 363; switches 118.

Share Capital.

Authorized, $3,400,000, in 34,000 $100 shares.
Paid in, $3,182,445, on 31,537 "
By the State—Sub..$1,878,493; paid in, $1,878,493
By others— " $1,275,200; " $1,258,952

Funded Debt—$1,485,346: classified as follows—

1st Mortgage, 6 per cent. coupon bonds...$100,000—issued in February, 1850, and payable, principal: $70,000 in April and $30,000 in July, 1880, and coupons semi-annually, 1st January and 1st July, in the city of Richmond. These bonds are guaranteed by the State.

2d Mortgage, 5 per cent. coupon bonds...$206,000—issued in October, 1852, and payable, principal in January, 1872, and coupons semi-annually, 1st January and 1st July, in Richmond and New York.

3d Mortgage, 6 per cent. coupon bonds ..$941,000—issued in April, 1854, and payable, principal in July, 1884, and interest semi-annually, 1st January and 1st July, in Richmond and New York.

Dividend, 6 per cent. bonds.....$74,964—issued 1st October, 1851, and payable, principal 1st October, 1866, and interest semi-annually, 1st April and 1st October, in the city of Richmond.

Dividend. 6 per cent. bonds.....$93,850—issued 15th October, 1853, and payable, principal 15th October, 1875, and interest semi-annually, 15th May and 15th November, in the city of Richmond.

Dividend, 6 per cent. bonds.....$70,062—issued 1st July, 1855, and payable, principal in 10 years, and interest semi-annually, 1st January and 1st July, in the city of Richmond.

Sinking Fund.—This fund, which is applicable for the cancellation of the whole funded debt, was commenced on the 1st July, 1858. $20,000 is transferred from the net earnings annually, and placed to the credit of the fund. In 1864 an additional annual contribution of $25,000 is to be made. On the 1st October, 1859, bonds to the amount of $42,500 had been redeemed and cancelled, viz: $500 of the mortgage bonds of 1851–72, and $42,000 of the mortgage bonds of 1854–84. This fund, if uninterrupted in its operations, will pay the whole debt at maturity.

Cost of Road and Equipment—$5,862,910: in detail as follows—

Road and building east of Staunton ...	$2,301,823
" " west of Staunton ...	3,533,906
Rolling stock and machinery	527,181

Operations in Transportation for the Year 1858–59.

Miles run by passenger trains	172,792
" by freight trains	94,809
" by gravel and working trains..	6,055
" by material trains	10,443
" by wood trains	8,540
" by switching and extra trains..	11,554
" by passenger cars	658,010
" by freight cars	1,024,781
Passengers carried in cars	134,883
Passengers carried one mile	7,418,484
Tons of freight carried in cars	64,177
Tons of freight carried one mile.....	4,706,173

Passenger Traffic for the Year 1858–9.

	Westw'd.	Eastw'd.	Both w.
Through passengers..	1,850	1,568	3,418
Way passengers.....	66,355	65,110	131,465
Total	68,205	66,678	134,883
Pass'rs car'd one m'e.	3,728,692	3,689,792	7,418,484

Freight Traffic for the Year 1858–9.

Classes.	Eastward Tons.	Eastward Mileage.	Westward Tons.	Westward Mileage.
Prod. of the for't.	4,379	65,597	2,155	80,855
Prod. of mines..	2,185	205,985	1,102	123,609
Prod. of animals.	709	66,408	1,958	198,720
Vegetable food..	2,318	118,301	16,402	1,085,782
Oth'r agri. prod.	876	50,629	5,950	456,283
Manufactures...	3,142	310,606	854	51,386
Merchandise ...	6,436	740,447	685	76,459
Other articles..	13,584	997,502	1,441	77,242
Total	33,629	2,555,636	30,548	2,160,336

Classes	Both Ways Tons.	Both Ways Mileage.
Products of the forest	6,534	146,812
Products of mines	3,287	329,594
Products of animals	2,667	265,129
Vegetable food	18,720	1,204,083
Other agricultural products...	6,826	506,912
Manufactures	3,996	361,992
Merchandise	7,121	99,228
Other articles	15,025	1,074,744
Total	64,177	4,706,173

Passenger and Freight Traffic, 1853–59.

Year.	Miles run by engines.	Passengers carried West.	Passengers carried East.	Passengers carried Total.
1853	185,997	24,973	25,980	50,953
1854	213,285	33,000	35,042	67,042
1855	258,102	44,216	43,126	87,342
1856	350,918	49,711	51,125	100,836
1857	381,121	48,379	60,259	98,638
1858	315,854	53,840	54,474	108,314
1859	304,193	68,205	66,678	134,883
7 years ...	2,009,420	322,324	325,684	684,008
Average ...	287,060	46,046	46,526	92,572

Year.	Tonnage carried West.	Tonnage carried East.	Tonnage carried Total.
1853.....	14,491	17,907	32,398
1854.....	17,939	22,634	40,573
1855.....	19,762	21,656	41,388
1856.....	21,619	31,840	53,459
1857.....	24,818	32,165	56,983
1858.....	28,271	35,774	64,045
1859.....	33,629	30,548	64,177
7 years.....	160,499	192,524	353,023
Average	27,928	27,504	50,432

Earnings from indicated Sources, 1853–59.

	1853.	1854.	1855.	1856.
Passenger...	$85,385	$111,630	$156,578	$220,285
Freight	122,344	160,261	205,280	255,046
U. S. mail ..	9,656	11,190	17,142	27,508
Express	1,836	2,633	3,354	5,574
O. & A. R.R.	.....	.....	.....	.....
Total..	$209,222	$286,714	$379,354	$508,413

	1857.	1858.	1859.
Passengers	$242,680	$266,110	$306,212
Freight	262,232	291,144	311,980
U. S. mail.....	28,538	22,951	21,684
Express	5,580	5,627	7,041
O. and A. R. R ...	.....	.....	4,394
Total	$540,030	$585,832	$651,362

Transportation Account for the Year ending 31st September, 1859.

Receipts—

Passenger earnings	$306,312
Freight "	311,980
Express "	7,041
U. S. mail "	21,684
Orange and Alexandria Railroad Co	4,394
Rent of real estate.....	1,043
Total.....	$652,405

Disbursements—

Transportation	$110,317
Repairs of rolling stock.....	37,636
" of work shops, tools, etc.....	3,266
Maintenance of way, depots, etc.....	70,312
Salaries of officers, etc.....	12,064
Taxes, including mill tax on passengers.	8,534
Insurance.....	8,120
Damages and cost of suit.....	7,104
Negro killed, paid for.....	600
Profit and loss on locomotive sold	6,300
Cars built in shops	10,464
Receipts less expenses.....	382,697
Total.....	$652,405

General Account for the Year ending 31st September, 1859.

Receipts—

Cash on hand 30th Sept. '58	$19,397	
Due on notes	27,452	
Due on open accounts	74,949	$121,888
Notes of State of Virginia		69,200
Subscriptions to capital stock		9,478
Two locomotives sold		15,801
Discount on coupon bonds purchased		3,625
Transportation		651,362
Rent of real estate		1,043
Miscellaneous		659
Cash dividends not applied for		12,871
Materials, work, etc., charged but not paid		22,491
Total		$908,417

Disbursements—

Due for materials, work, etc., 30th Sept., 1858		$87,011
Construction, real estate and land damage.		17,362
Blue Ridge RR.—per centage paid to State		7,613
Sinking fund		22,500
Dividend bonds		9,087
Bonds to contractors, etc		34,307
Dividends due prior to 1st Oct., 1858		143
Interest	$104,446	
Less dis. on div. bonds purch'd.	1.682	102,704
Dividends declared within 1858–9		139,974
Transportation, etc., expenses		269,708
Blue Ridge RR.—use of		17,821
" " —work done	$29,278	
" " —less for use	17,821	11,457
Bonds of State belonging to Co.	$61,300	
Bills receivable	19,263	
Due from agents	90,522	171,085
Cash on hand 30th September, 1859		18,149
Total		$908,417

General Balance Sheet, 1st October, 1859.

Dr.	
Road and equipment	$5,362,910
Real estate	25,197
Blue Ridge RR. and Tunnel:	
—Per centage to State for use of	31,667
—For use under contract with B. of P. W. for finishing thereof by V. C. RR. Co	21,007
—For work done under said contr't.	20,235
Survey between Richmond and Charlottesville	1,922
Negro injured on road and purchased	1,200
180 shares taken at $50 per share	9,000
46 shares in telegraph line	4,600
Interest paid since commencement	565,487
Dividends " "	505,356
Transportation and current expenses	2,078,695
State bonds belonging to company	61,300
Bills receivable	19,263
Open accounts	90,522
Total	$8,816,522

Cr.	
Share capital, paid in by State	$1,878,493
" " paid in by others	1,253,952
Mortgage bonds	1,247,000
Dividend bonds	238,346
Bonds for temporary loans, not sec'r'd by mortg., & now due. $95,664	
Bonds issued for loans and payable in 1, 2, 3 and 4 years	40,000 — 135,664
Bonds issued to contractors, payable '60.	30,532
Bonds issued to contractors (west of Blue Ridge)	2,187
Interest on dividend bonds due State	29,095
Cash dividends not applied for	12,871
Transp. receipts from commencement	3,960,199
Rents of real estate from ditto	5,032
Miscellaneous	659
Debts due for materials, work, etc., and charged but not paid for	22,491
Total	$8,816,522

Cost of Road, Mileage, Earnings, Expenses, Etc., Yearly.

Year.	Cost of road, etc.	Road open.	Gross Earnings—Pass'ger.	Freight.	Other.	Total.	Operating expenses.	Earnings less exp.	Dividend.—Amount	Rate.
	$	m.	$	$	$	$	$	$	$	p. c.
1837-'46	8,485,612	402.84	97,427	92,117	18,504	208,048	82,602	63,487	18½	
1847	409,780	49.16	20,555	22,570	4,500	47,652	21,610	mi.	mi.	
1848	467,869	49.16	24,464	27,694	7,329	59,487	28,393	9,612	2	
1849	704,665	62.84	33,492	35,321	8,918	77,731	35,533	8,207	2	
1850	943,984	70.07	49,043	82,564	9,472	91,079	42,198	38,594	10	
1851	1,269,762	97.67	65,760	70,683	7,358	148,801	51,159	mi.	mi.	
1852	1,647,680	97.67	70,110	97,741	8,635	176,486	78,815	mi.	mi.	
1853	2,381,216	107.19	86,385	112,344	11,628	209,357	101,584	79,650	10	
1854	3,523,663	138.13	112,680	160,261	18,939	286,780	110,974	mi.	mi.	
1855	4,204,488	170.23	166,678	202,280	20,510	379,366	171,376	74,902	10	
1856	4,705,297	177.18	220,285	255,046	33,038	508,414	206,974	98,383	mi.	
1857	5,275,414	177.18	242,660	263,232	34,168	540,080	258,577	115,354	10	
1858	5,388,056	195.00	266,110	291,144	28,578	586,832	319,792	249,837	mi.	
1859	5,388,107	196.00	306,312	311,980	32,844	651,136	290,056	220,288	96,950	10
22 yr's.	39,705,343	1,987.32	1,750,831	1,975,004	234,364	3,960,199	2,078,695	1,881,504	72,552	8
Aver.	1,804,788	90.33	79,583	89,773	10,653	180,009	94,486	85,523	mi.	mi.
							269,703	881,428	139,975	4
									505,857	
									22,071	2

To 1847 the receipts are the share received by this company from the Richmond, Fredericksburg and Potomac Company: the expenditures are for repairs.

The mileage, after 1853 includes that of the Blue Ridge Railroad, 18.61 miles, which is not included in "Cost of Road," etc.

Debt, Wealth and Population of St. Louis.

We abstract from the report of Stephen Hoyt, Esq., the Controller of the City Treasury, the material portions thereof relative to the population, wealth, taxation, etc., of the city, and the debt incurred for municipal and other purposes.

INCOME AND EXPENDITURES.

The total receipts into the treasury from all sources during the year have amounted to $831,530, or including the balance in the treasury from former years $920,658. The expenditures for the same period have been $829,501. Excess of resources remaining in treasury $91,157.

BONDED DEBT.

The bonded debt of the city of St. Louis on the 1st day of October, 1860, was $5,006,700

And was issued for the following purposes, to wit:

For railroads	$1,634,000	
" past indebtedness	711,500	
" gen'l municipal purp's.	525,700	
" water works	490,000	
" purchase of real estate.	437,000	
" public sewers	425,000	
" old limit improvem'ts.	259,000	
" harbor	247,000	
" wharf	166,000	
" district sewers	111,500	$5,006,700

No bonds of any kind have been issued during the present fiscal year. The question of a further increase of the bonded debt is an important one, and has to be met and looked straight in the face.

In my judgment, no more bonds should be issued for municipal purposes.

In the construction of works of permanent improvements, such as for furnishing the people with pure air, water, and light, posterity, perhaps, should in justice bear the burden. Hence the propriety of the city loaning, as a corporation, her credit for the purpose of building public sewers, increasing the capacity and usefulness of the waterworks, and for furnishing gas to consumers at cost price. This, with a clear understanding, the bonds and interest on bonds so issued, when due, are to be paid out of the receipts from the works so constructed. These conditions would insure the sale of the bonds at par, and would render them as good securities as are offered.

Our bonded debt in April, 1858, was	$5,207,000
Our floating " " "	300,000
	$5,507,000
Our bon'd debt in Oct. 1, is	$5,006,700
Our float'g " "	10,000
	5,016,700

Decr. of publ'c d't in two and a half years. $490,300

The outstanding bonded debt will become due in the following fiscal years:

1860	$57,000	1876	$100,000
1861	126,000	1877	246,000
1862	41,500	1878	240,000
1863	14,000	1879	176,000
1864	75,000	1880	402,000
1865	165,000	1881	50,000
1867	170,000	1882	229,000
1870	476,000	1883	155,000
1871	295,000	1885	15,000
1872	874,000	1887	42,000
1873	604,000	1888	59,000
1874	380,000	1890	25,000
1875	440,000	1895	50,000
Total			$5,006,700

The following bonds will become due during the remainder of the present fiscal year:

November	22,	5	Sewer bonds	$5,000
do	23,	10	do do	10,000
December	28,	10	do do	10,000
do	25,	8	Harbor do	8,000
January	3,	16	Sewer do	16,000
February	4,	5	do do	5,000
April	1,	3	do do	3,000
57 bonds, amounting to				$57,000

TEMPORARY LOANS.

Under ordinance No. 4,661, giving power to the mayor and controller to borrow money in anticipation of receipts of revenue from taxes; there were negotiated in St. Louis, seventy-five thousand dollars, and in New York and Boston, one hundred and seventy-five thousand dollars, at the rate of six per cent. per annum interest, all of which has been paid, so that the city owes nothing in the shape of temporary loans, and has sufficient funds in New York to meet the maturing interest of the present month.

The amount of the unpaid bills in the auditor's office on the 1st inst., was $9,522 75.

TAXATION.

From an examination of the books of the assessor, it appears that the value of property, real and personal, amounts to $102,408,280, the tax on which is

For general purposes	$806,875 40
" sewer tax	102,408 19
" harbor tax	51,204 12
" poll tax	2,531 50
Total	$1,033,019 01

To which might be added the value of property exempt from taxation, amounting to $7,031,807, the tax on which, if assessible, would be $73,-

498 98; which would make an aggregate of property amounting to $109,440,037, and give a tax of $1,106,498.

POPULATION, TAXATION AND REVENUE AND THE RATIO OF INCREASE OF EACH.

	Population.	Value of Property.	Revenue.	Per cent. increase of population.	Per cent. increase of property.	Do. of property.
1810.	1,400	$134,516	....	...	...	...
1820.	4,928	1,024,440	$4,165	252	662	...
1830.	5,852	1,830,616	14,212	19	78	243
1840.	16,469	8,573,662	119,174	181	368	734
1850.	74,439	29,676,649	433,036	352	246	264
1860.	162,179	102,408,230	1,553,356	115	245	235

From the above statement it will be seen that the city of St. Louis, by a careful and reliable census just completed, has a population of 162,179, which establishes the fact that this is the "Empress" city of the great central valley of the American Republic, to which she justly holds the keys of trade. The statement also shows that St. Louis has regularly and rapidly increased in all the constituent elements of a permanent prosperity, from the time she became a city until now, and judging from the past there can be no doubt of her future. St. Louis has heretofore relied mainly upon commerce for her acquisitions; but now that she is to become a manufacturing city by virtue of her geographical position, and possessing more natural advantages for manufacturing than any other city of the Union, may we not anticipate, with confidence, a population of 400,000 in 1870, with a valuation of property of $300,000,000.

Railroad Route from Lexington to Knoxville.

A correspondent in Kentucky furnishes us with the following data in relation to a railroad from Lexington to Knoxville. The route advocated is as follows. Leaving Lexington the Kentucky River is crossed direct towards Richmond in Madison county, passing about one mile west of Richmond, at the glade near the head of Silver Creek. Thus far, about 30 miles, our correspondent states, will be encountered the heaviest grading upon the whole route; the country, however, he describes as among the oldest settlements, and, part of it, the wealthiest in the State.

Up Silver Creek, and thence down Round Stone Creek, is describe as an almost level plain 25 to 30 miles, requiring but one cut of over 15 feet. Then crossing Big Rockcastle River, the route lies up the Little Rockcastle to its head. Our informant understands that the face of the country is favorable for a railroad to the Tennessee line.

By reference to the map of Kentucky we find this route to follow the Charleston Air Line from Lexington to Richmond, thence diverging a few degrees to the westward, through the level country along Silver and Round Stone creeks, as described by our correspondent, intersecting the Danville and Knoxville line near Mount Vernon, in Rockcastle county; thence to Knoxville we have heretofore described in speaking of that route.

The mountains lying to the east of the line are described as abounding in mineral wealth, containing coal veins of from three to 15 feet in thickness, well watered and timbered, and affording inexhaustible supplies of salt and iron ore. The cultivated lands produce large crops of corn, wheat and potatoes, and finer fruit than is grown west of New Jersey.

Our correspondent thinks the local business alone would make a paying investment equal to any in the Union, if the road were built through the country he describes. He informs us that Madison county has already voted a stock subscription of $300,000, which it is able to pay without selling bonds. He thinks the other counties through which the road would pass, viz: Fayette, Rockcastle, Laurell, Knox and Whitely, would vote largely to assist in the work, if the Company were at once organized and under the lead of an energetic President, and the importance of the enterprise properly laid before the people of those counties. Garrard county, he also thinks would assist, to some extent, as the road would pass for some distance near the line bordering upon Madison.

We are also informed, from the same source, that a survey of this route, made by Messrs. McKay and Fremont, is now presumed to be in Charleston, South Carolina. Mr. McKay is now dead; his coadjutor is Col. J. C. Fremont, now of California.

We have given the above data, as presented by our informant, with the view of placing it on record, with that already presented in our columns, in relation to the other proposed routes for a Southern railroad. The committee now having the matter in charge, will doubtless at as early a day as may be practicable, present the whole subject in proper form before our community, with reliable information derived from a minute inspection of the various routes and plans for the prosecution of this most important work.—*Cincinnati Commercial.*

Nashville and North-Western Railroad.

The Nashville *Union* of the 14th inst. gives the following account of the progress of the Western division of this road to Nesham's, in the Harpeth Valley. When completed it will connect Hickman on the Mississippi, with Nashville.

The road has now been completed, and the cars are making regular trips seventeen miles out from Nashville. It is one of the best and smoothest roads upon which we ever traveled, the work having been done in the most substantial manner. It will compare in this respect with the best roads in the country. The work of track-laying is being pushed forward by M. F. Manning, Esq., the contractor, with all possible speed, and the remaining eight miles ready to receive the iron will be put in running order in the course of two or three weeks.

From the Tennessee river the work of grading is progressing rapidly in this direction, and in a few days eighteen miles will be ready to receive the iron, and track-laying will soon be commenced at the Tennessee river. It is the intention of the Company to have the work of track-laying progressing from both ends, until the whole section between Nashville and the Tennessee river (seventy-eight miles) is completed.

On the western end the cars are running to some point near Huntingdon, and will reach that place in a few days. From Huntingdon to the Tennessee river the work of grading is being pushed forward with as much dispatch as indomitable energy can bring to bear. The directors confidently expect to have the whole road graded and ironed by the 1st of November, 1861. The only break then will be the Tennessee river bridge, and that they expect to have completed by the 1st of January, 1862.

When the road is fully completed, it will be stocked with new engines and passenger cars of the latest and most approved style, looking to speed and safety.

The Shelbyville Railroad.

Notwithstanding the city of Louisville recently consented to loan this road $120,000 towards its completion, the Directory on Friday last, at their meeting in Shelby, resolved not to put the road under contract until $25,000 additional should be raised. The president reported that $225,000 had been received by subscription and negotiation, which added to the unexpended old subscription of $40,000, makes a total of 295,000. The Surveyor reports that the completion of the road will, with the rolling stock, cost the latter sum, and in this estimate nothing is allowed for depot grounds and buildings, water stations, engineering expenses and pay of officers. The Directory do not therefore, propose to go on with the work until $25,000 additional be raised, and a call will immediately be made upon the stockholders and friends of the road to come forward and subscribe the necessary amount.—*Cincinnati Enquirer, Oct.* 19.

Southern Railroad Extension.

We take pleasure in heralding the onward progress of the Southern Railroad. On Monday, the 1st of October, the road was regularly opened for transportation of passengers and freight between Vicksburg and Newton. The fiery steamhorse will inaugurate a new era for east Mississippi. Many thousands of acres of fertile land in that section that have heretofore been worthless because they were inaccessible, will now be speedily brought into profitable cultivation.—*Vicksburg Whig.*

Glassboro' and Millville Railroad.

This railroad extends from Glassboro' to Millville, two flourishing villages in Southern New Jersey, a distance of 22.3 miles. It forms a section of the West Jersey Railroad, which, when completed, will extend from Camden opposite Philadelphia to Cape May and have a total length of 77 miles. From Glassboro' to Camden is 18 miles of which one half the length is completed and in operation, namely from Camden to Woodbury, and the other half in rapid progress. The 27 miles extending from Millville to Cape May are not yet commenced. The Glassboro' and Millville line has been constructed at a cost of $161,353. This is a remarkably cheap work, having been build on the cash principle, and it is the highest praise we can profer to the Engineer in charge, that he has sought to economize his expenditures rather than blunder himself into costly magnificence. The road, indeed, is all that is needed for the exigincies of the country, and since it is known that railroads in level districts may be constructed almost as cheaply as turnpikes, we hope to see a few more opened for the convenience of the many flourishing neighborhoods, which are yet dependent on the ordinary means of communication for a market. The final account of the cost of the road as made up by Geo. B. Roberts, Esq., the company's engineer to the 1st October, 1860, is as follows:

Graduation and masonry		$29,376 31
Superstructure		115,755 61
Depots, fuel, sheds, etc		2,144 62
Right of way paid, about		4,500 00
Engineering		6,576 85
Total amount paid to date		$158,353 39
Add for balance of right of way (not paid)	$2,000	
Add for depots not finished	1,000	—3,000 00
Total cost of road exclusive of equip't.		$161,353 39
Equipment account to date	$12,512 70	
Amount to complete equipt	11,285 00	
Total cost of equipment (paid & estim'd)		23,797 70
Add for sundry expen. at Mill.	$1,848 91	
Less earn's of r'd to date, abo't.	1,000 00	— 848 91
Total cost of entre improvement		$186,000

"It is seldom," says Mr. Roberts, "that a road is completed for less than the engineer's estimate especially when that estimate is a low one. It is therefore as much a matter of satisfaction to myself, as it must be to all who have had to furnish the means to construct the road, to find that in no single item has the original estimate been exceeded; and I venture to say that there is not to be found in this country as many miles of as well constructed railroad as your company have for the

same cost to wit: 22.3 miles of main line and 0.75 mile of siding, in all 23.05 miles, costing $161,353 or about $7,000 per mile including all expenditures." The ultimate expenditures for equipment will not exceed $25,000.

New York and Harlem Railroad.

We publish the following communication from the President of the Harlem Railroad Company in reference to its present condition.

NEW YORK AND HARLEM R. R. Co., PRESIDENT'S OFFICE, NEW YORK, Oct. 23, 1860.

Some remarks having been made, in the financial columns of an evening paper, in disparagement of the Albany Express trains just placed upon the Harlem Railroad, I deem it proper to make a brief statement on the subject.

When the present Board of Directors took charge of the Harlem Company, more than three years ago, they found it very much embarrassed, and the road and rolling stock quite out of repair. After funding the floating debt, which had borne most oppressively upon the company, all efforts were directed to the improvement of the road and equipment, and this has been kept steadily in view for the past three years. It has necessarily been a work of time, as the means have been appropriated from the earnings of the road, in order that no new debt should be created. Extensive repairs and renewals have been made, especially within the past year, during which time a large amount of new iron, ties, and ballasting, have been placed in the track, and the cars rebuilt and refurnished. It gives me pleasure to say that the bridges, track, and cars, are now in most excellent condition, that they will compare favorably with the best roads of the country.

The Harlem is the oldest route between New York and Albany, and it has never been the policy of the company to relinquish their share of the great through travel to and from the West. The arrangement made with the Hudson River Company some years since has proved disadvantageous, by withdrawing the line from public notice, and it will take a short time to re-establish it. We shall now operate under more favorable auspices than formerly, having connections with the N. Y. Central and all western lines, by which passengers are ticketed and baggage checked through—a thing which has never before been done since the Harlem Railroad was opened.

With many advantages to commend it, there is no reason why a road like the Harlem should not command its full proportion of the business. It is comparatively free from curves; the grades are no higher than those of the New York Central; there are very few bridges; the road bed is firm, and free from dust, yet not too rigid; and there is very little noise, which is so painful to many persons. The road is favorably located along the very centre of New York Island while north of Harlem River it passes through one of the most charming and picturesque portions of the State. The public appreciate these advantages, and when the line shall become well known and permanently established, I have no doubt that it will command and retain at least one-half the travel.

It has been intimated that this is the commencement of a war upon a vital route. Nothing of the kind is intended, as we have clearly proved by advancing instead of reducing our rates. Our effort to make the fullest possible use of the road, and to earn some money for the stockholders, cannot surely be construed into a warfare or unjust competition.

As to the success of the new trains, it would be premature to express an opinion two or three days after there commencement, as has been done in the comments above alluded to. I am well aware that the current of travel cannot be immediately changed, and I had no expectation that it would be very considerable for the first few days, or even weeks; but I feel perfectly satisfied that when the route becomes more generally known the travel will increase, and continue to do so until our full and equal share shall have been reached.

The express trains have now been running just one week, and the number of passengers is every day increasing. They have not been commenced without due consideration, and the true interest of the Company will be consulted by continuing them for the future as a permanent and fixed arrangement.

I take this occasion to add that the condition of the Harlem Company is steadily improving, and that there is a strong promise of prosperity in the future.

ALLAN CAMPBELL, President.

Cincinnati Stock Sales.

BY KIRK & CHERVER.

For the week ending October 22, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	80
Covington and Lexington, 1st Mortgage	6s	75
" " " 1st "	7s	86
" " " 2d "	7s	78
Indianapolis and Cincinnati, 1st Mortgage	7s	85
" " " 2d "	7s	84
" " " 3d "	7s	70
Cinc., Ham. and Dayton, 1st Mortgage	7s	100
" " " 2d "	7s	86
Ohio & Miss., Construction	7s	18
Dayton and Michigan, Endorsed Mort. $1	7s	75
STOCKS.		
Cincinnati, Hamilton & Dayton		75
Little Miami		89
Columbus and Xenia		88
Indianapolis & Cincinnati		50
Ohio and Miss.		1½
" " " Trustees Scrip		15

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending October 12, 1860:

Passengers	$26,109 45
Freight and live stock	28,594 59
Mails and sundries	1,376 05
Total	$56,080 09
Corresponding week of last year	48,327 98
Increase	$7,752 11

Statement of the earnings and expenses of the Watertown and Rome Railroad for the month of September in 1859 and 1860:

EARNINGS.	1859.	1860.
From Passengers	$15,867 42	$14,683 70
" Freight	13,414 98	19,684 58
" Mails, etc.	932 58	1,917 28
Total	$35,214 98	$36,185 46
EXPENSES.		
Maintaining road	$9,434 66	$2,729 94
Repairs of machinery	1,538 50	1,456 78
Operating road	8,219 14	6,182 24
Overcharges refunded	3 99	40 39
Total	$19,196 29	$10,409 35
Net	16,018 69	25,776 11

The following statement shows the business of the Reading Railroad during the month of September, 1860, compared with the same month of 1859:

	1860.	1859.
Received from coal	$248,487 06	$189,729 20
Do. merchandise.	51,607 06	38,467 06
Do. travel, etc.	39,817 14	36,425 71
	$339,911 23	$264,621 97
Transportation, roadway, dumpage, renewal Fund, and all charges	139,758 32	134,167 93
Net profit for the m'th.	$200,152 91	$130,454 04
Do. for previous 9mos.	1,069,628 91	850,568 15
Total net profit for 10 months	$1,269,781 10	$981,022 19

The August report of the Receiver of the Central Ohio Railroad is as follows:

RECEIPTS.	1859.	1860.
Passengers	$22,380 61	$23,473 18
Freight	32,744 81	35,874 07
Express	717 29	1,297 04
Mail	2,378 70	2,378 70
Total	$58,231 41	$63,022 99
EXPENSES.		
Transportation Depart't.	$14,476 75	$8,750 60
Machinery Department.	11,825 20	9,494 45
Road "	10,636 55	10,954 38
General expenses	2,824 37	1,445 92
Construction	2,341 75	2,309 54
Fuel	--	5,793 24
Total	$42,104 62	$38,748 13

The increase in the receipts over August, 1859, is $4,791 58, and the decrease in the total expenses $3,356 49.

The earnings of the Central Railroad Company of New Jersey, for Sept., 1860, were, $107,043 97
For the same month last year 89,846 28
Increase, 19 per cent. $17,197 69

The receipts of the Grand Trunk Railway of Canada for the week ending October 13th, 1860, was $80,914 75
Corresponding week last year 60,032 46
Increase $20,882 29

Total traffic from July 1, 1860, to date. $964,063 89
Corresponding period, 1859 713,870 50
Increase $250,193 39

Memphis and Louisville Railroad.

The grading on the Memphis, Clarksville and Louisville railroad, is now so nearly completed that they are receiving the iron rails, chairs, and spikes to commence the track-laying immediately at Paris, in the direction of Clarkesville, from which place the connection is made complete to Louisville. Between Paris and Clarkeville, the same road is now in running order, only a gap of about twenty-eight miles to be completed in the whole route. The road will be completed this winter, from Memphis to Louisville, and will be the best paying route in the Union.—*Paris Sentinel.*

Mississippi and Missouri River Railroad.

This road is being rapidly pushed forward. The main stem is now finished and in running order to Marengo, ninety miles west of Davenport, and the south-west branch to Washington, fifty-five miles west of the Mississippi, giving the company one hundred and forty-five miles already completed. Twenty miles additional of the main stem will be completed the present year. Next year the Washington branch will probably be pushed forward to Oskaloosa. The company have a land grant of between five and six hundred thousand acres.—*Cincinnati Enquirer.*

Wisconsin Farm Mortgages

Mr. C. T. Cromwell, of New York, now here on his way from the interior of Wisconsin, has settled some $12,000 farm mortgages on the Milwaukee and Mississippi road, on a deduction of from five to ten per cent. from principal and compound interest.—*Chicago Press and Tribune.*

Wisconsin Bonds.

The Supreme Court of Wisconsin has decided that the "city of Madison, before the publication of its charter, issued certain bonds, and subsequently levied and collected a tax to pay the interest on such bonds, and paid it to the holders of the bonds: *held*, that this was such a ratification of the bonds as would bind the city, provided it would have been bound if the charter had been in force at the time the bonds were issued."

Annual Returns of the Railroad Companies of Virginia.

Corporate Titles of Companies.	Capital Account. Share Capital.	Funded Debt.	Other Liabilities.	Total Capital.	Cost of Road and Equipm't.	Miles of Road open.	Gross Earnings. Passenger Earnings.	Freight Earnings.	Other Earnings.	Total Earnings.	Current Expenses & Repairs.	Earnings less Expenses.	Dividends. Am'nt.	Rate.
1832.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. ct.
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	22,389	1,012	23,401	15,829	7,572	4,500	3
Petersburg	281,110	.....	9,355	290,465	280,390	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	431,110	.....	9,355	440,465	430,390	12.00	.....	22,389	1,012	23,401	15,829	7,572	4,500	.....
1833.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	49,112	991	50,083	32,871	17,212	9,000	6
Petersburg	385,000	85,000	7,889	477,889	515,335	41.00	14,987	19,475	3,112	37,574	13,050	24,524	.....	.....
Total	535,000	85,000	7,889	627,889	665,335	53.00	14,987	68,587	4,083	87,657	45,921	41,736	9,000	.....
1834.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	67,470	1,901	69,371	45,581	23,790	24,000	16
Petersburg	400,000	100,000	64,955	564,955	586,351	62.00	26,913	40,507	5,391	72,811	34,457	38,354	40,000	10
Portsmouth and Roanoke (3¼ mos.)	247,100	.....	.....	247,100	217,905	16.87	2,433	132	.....	2,565	.....	2,565	.....	.....
Winchester and Potomac	159,394	.....	27,373	186,767	172,061	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	956,494	100,000	92,328	1,148,822	1,126,317	90.87	29,346	108,109	7,292	144,747	80,038	64,709	64,000	.....
1835.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	75,434	1,764	77,198	46,030	31,168	30,000	20
Petersburg (15 months)	602,500	3,000	31,203	636,703	620,639	62.00	38,701	78,115	7,914	124,730	63,669	61,061	50,125	10
Portsmouth and Roanoke	475,000	.....	.....	475,000	465,464	41.01	10,250	2,810	.....	13,060	4,239	8,821	.....	.....
Winchester and Potomac	286,789	.....	139,107	425,896	411,359	.....	.....	.....	.....	.....	.....	.....	.....	.....
Richmond, Fredericksb. & Potomac	211,440	40,000	60,000	311,440	327,299	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	1,725,729	43,000	230,310	1,999,039	1,971,761	115.01	48,951	156,359	9,678	214,988	113,938	101,050	80,125	.....
1836.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	83,409	1,627	85,036	46,454	38,512	37,500	25
Petersburg	605,500	.....	75,846	681,346	652,666	62.00	33,177	59,480	15,685	108,342	45,331	63,011	60,550	10
Portsmouth and Roanoke	551,968	52,000	.....	603,968	652,348	57.21	19,293	13,425	3,112	35,830	11,765	24,065	.....	.....
Winchester and Potomac	300,000	.....	189,607	489,607	522,511	32.00	9,096	17,561	390	27,047	19,147	7,900	.....	.....
Richmond, Fredericksb. & Potomac	665,000	87,000	45,253	797,253	795,253	46.50	34,020	6,302	3,334	43,656	25,198	18,468	17,500	2½
Total	2,272,468	139,000	310,706	2,722,174	2,772,778	209.71	95,586	180,177	24,148	299,911	147,965	151,946	115,550	.....
1837.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	67,222	2,007	69,329	41,129	28,100	30,000	20
Petersburg	605,500	.....	156,973	762,473	722,975	62.00	27,162	68,095	8,682	103,939	80,736	23,203	.....	.....
Portsmouth and Roanoke	600,000	52,000	30,996	682,996	790,528	78.50	28,719	14,715	6,640	50,074	28,103	21,971	.....	.....
Winchester and Potomac	300,000	.....	192,840	492,840	556,965	32.00	13,930	26,072	1,453	41,455	37,263	4,192	.....	.....
Richmond, Fredericksb. & Potomac	730,000	101,000	143,452	974,452	974,452	60.00	58,944	15,898	10,406	85,248	49,700	35,548	29,200	4
City Point	51,797	.....	.....	51,797	43,661	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisa	125,637	.....	43,370	168,997	129,115	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	2,562,924	153,000	567,631	3,283,555	3,367,696	254.50	128,755	192,002	29,188	349,945	236,931	113,014	59,200	.....
1838.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	51,089	2,420	53,509	35,706	17,803	21,000	14
Petersburg	605,500	84,600	111,297	801,397	759,858	62.00	38,692	68,411	14,337	121,440	92,744	28,696	45,412	7½
Portsmouth and Roanoke	600,000	150,000	90,000	840,000	901,883	78.50	28,832	15,744	6,640	51,216	28,708	22,508	.....	.....
Winchester and Potomac	300,000	55,000	138,400	493,400	563,971	32.00	13,406	33,541	1,636	48,583	30,567	18,016	.....	.....
Richmond, Fredericksb. & Potomac	730,000	300,000	17,395	1,047,395	1,017,065	60.00	86,632	34,679	12,388	133,699	75,474	58,225	47,450	6½
City Point	108,161	.....	37,972	146,133	135,239	10.00	1,227	195	77	1,499	892	607	.....	.....
Louisa	254,002	.....	30,900	284,902	250,669	23.33	3,929	2,087	465	6,481	4,723	1,758	.....	.....
Greenesville and Roanoke	200,000	30,693	37,746	268,439	268,439	18.00	15,277	4,590	.....	19,867	18,458	1,409	.....	.....
Richmond and Petersburg	491,593	199,721	37,827	726,141	743,410	22.15	41,713	7,383	5,863	54,959	30,504	24,455	.....	.....
Total	3,439,256	820,014	498,537	4,757,807	4,790,534	317.98	229,708	217,719	43,826	491,253	317,776	173,477	113,862	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidetings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passengers.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	65,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,407	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	—	—	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140½
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,243	7,000	1,031,800	287,350	29,041	1,895,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	—	—	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	—	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,988	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	41
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
-- -- '59	154.2	—	—	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,603	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
-- -- '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	751,887	—	—	—	31.0	.....	—	—	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	—	—	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,260	209,785	11	112
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,243	454,541	—	....
								ILLINOIS.													
-- -- --	220.0	—	....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,168,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	88½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,389,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	68
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	84.0	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	73
-- -- '57	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	77½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- --	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
-- -- '58	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
-- -- --	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,609,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	—	—	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	223,787	74,328	—	....
-- -- '59	64.0	—	....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	—	—	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
-- -- '58	288.0	—	....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
-- -- '58	74.0	—	....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	—	—	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	289.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	—	—	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	—	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	—	—	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				} Louisville and Frankfort	1,375,359	126,785	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,800,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	—	—	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	99 ,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 381	*		151,833	444.638	160,910	757.381	36.5	.....	40,155	24,676	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,096,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	—
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75 000	.....					—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600		.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	78
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,324,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	71
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601.360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553.484	915,626	450,096	8	113
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220		3,663,138	54.0	316,522	654,673	337,648	7	110½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	110½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500		1,928,264	75.4	177,164	271,592	138,223	4½	88
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,020,500		5,028,581	120.7	.....	699,152	343,915	—	88
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,351	250,149		3,540,000	100,000		3,869,729	67.7	341,803	659,485	267,450	6	103
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	352,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,388	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,888	22,531		—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	32,480	48,355	27,000	6	—
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000		1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usatan.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	107,478	246,798	106,317	—	18½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.&W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	115½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	65½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,596,407	539.0	.....	2,019,425	777,273	—	16½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	3,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	—
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	5
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,284	28.1	.....	51,698	21,865	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	57½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			865,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104½
31 Mar. '59	62.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	288,657	353,101	187,136	4	56
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	—
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	123
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435.655	.....	60.2	.....	152,155	66,453	—	—
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000			1,488,121		.....	.....	.....	.....	.....	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	—
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	183
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	58,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	—
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794		56,582				15,344	3,268	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	.....	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	57½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	.....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	.....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	13½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	84
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	36
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	15½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,513	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	76
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	94
31 Dec. '59	67.0	—	—	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	12
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	36½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	45
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,743	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,282	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	460,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	6	55
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,339,030	18,704,721	192.3	.....	881,957	312,441	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,804	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	.....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	91½
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	64
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	596,857	503,660	6	53½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,999,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	79½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	7.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	44½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	427 [illegible]	—	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	—	60,438	—	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,2[illegible]78	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	—	—	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	—	1,321,847	33.0	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	—	—	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	386,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
31 Mar. '59	78.0	—	----	—	—	—	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	—	—	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	—	2,158,000	50.0	147,231	208,439	96,571	5	—
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '58	136.0	106.0	----	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	—	1,501,006	820,511	7	—
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
1859	—	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,083	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	708,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	—	159.0	117,895	675,832	310,199	3	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30. 0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	—	—	----	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	2[illegible]0,000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	----	756.0	—	—	----	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	—	—	90.7	98,856	192,122	82,001	—	—
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	—
31 Aug. '59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	—	—	1,780,683	62.0	175,830	172,826	37,124	—	—
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	—
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,998	10,463	—	—
31 Aug. '59	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	—	288,297	157,572	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	—	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	90
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844.200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
25 Mar. '59	199.8	—	----	—	—	—	----	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,666	996,587	22,282,653	199.8	—	492,454	—	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	27.8	—	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	—	883,186	439,943	—	12
— — '57	50.0	—	85.0	—	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
1 Jan. '58	104.0	—	38.8	—	—	—	—	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	—	213,964	31,045	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox River	Vall.	—	—	—
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	—	—	—	—
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	—
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	—
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	12
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	38
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	----	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	79.3	—	—	—	European & North American	2,100,356	*	—	—	—	—	—	29.9	—	—	—	—	—
— — '59	60.0	—	----	—	—	—	—	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	—	—	—	—	—
								NOVA SCOTIA.													
— — '59	61.5	—	----	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	61.5	—	—	—	—	—
								NEW GRANADA.													
— Dec. '58	48.7	—	----	—	—	—	—	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,022,000	48.7	—	1,925,444	1,260,160	12	122½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	62½
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,080	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	[590,000	---	------	70*
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	[252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Hil. Tr. 1st Mort.	392,000	7	1864	----
Cent. H. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,000,000	---	------	60
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	79
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
----------	----------	†	------	----
----------	----------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	94
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	'93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	96½
Construction	4,115,000	6	1875	96½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	70
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	5	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,590,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		17½
2d Land Grant (Western Div.)	353,600	†		17½
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59-'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		95
1st Mortgage (convertible)	500,000	8		95
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	80
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	80
2d Mortgage	2,175,000	†	1877	46
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	861	65
1st Mortgage (convertible)	526,000	8†	862	65
1st Mortgage (convertible)	650,000	8†	1863	65
1st Mortgage (convertible)	1,250,000	8†	1877	66
South-West Branch	350,000	8†	1866	
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	97
Premium Consolidated Stock	8,000,000	6	1883	97
Real Estate	221,000	6	1883	97
New Convertible	3,000,000	7	1864	103½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	104½
2d Mortgage	4,000,000	7	1859	99½
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	85
5th Mortgage	1,277,000	7	1883	83
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	66
Sinking Fund	2,193,000	7	1875	66
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	98
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		51
2d Mortgage	461,378	8		92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1886	101½
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,559,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	386,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	888,000	6	1890	91½
Mortgage (convertible)	134,000	6	1880	91½
Mortgage	3,209,600	6	1870	83
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,686,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1867	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	428,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	82
2d Mortgage (convertible)	2,000,000	7†	'68-'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	300,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	396,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Oct. 24, 1860.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Federal Stocks:—						
U. S. 5s, 1874	103¾	----	103	----	----	103
U. S. 5s, 1865	----	----	----	----	----	----
State Stocks:—						
California 7s	----	----	93½	----	93½	92½
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	104	104	104	----
Louisiana 6s	----	----	----	----	99½	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	78	78	78	77½	77	77½
New York 6s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	90½	----	98½	----	----	98
Ohio 6s, 1860	----	----	110	----	----	----
Tennessee 6s, 1890	90½	90	90½	90½	90½	90
Virginia 6s	90½	90½	90½	90½	90	90½
Railroad Shares:—						
Chicago, Burl. and Q.	88	----	87½	88	86	85½
Chicago and Rock Isl.	72	71½	70½	70½	69	67½
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	13½	14	----	15
Clev. and Toledo	44	44½	43½	43	37	34
Del., Lack. and West.	----	----	----	----	----	91
Galena and Chicago	75	75½	75½	76	73	73½
Hudson River	62½	62½	61½	61	58	57
Illinois Central (scrip)	82½	82½	81½	82	79	79
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	66	65½	66	64	63	
M. S. and N. I. guar'd,	45½	45½	45	42	42	
M. S. and N. I.	20	20	19½	19½	18	17
Milwaukee and Miss.	13½	13	----	----	----	11½
New Jersey Central	----	115	----	----	----	----
New York Central	87½	87½	86½	86	84	84
New York and Erie	38	38	37½	38	35	35
N. York and Harlem	21	29½	18½	19	16½	15
N. Y. and H. "pref."		47½	46½	45	42½	42
Panama	125	124	124	123	122	
Phila. and Reading	46	45½	45½	44	44	
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	84	----	84½	----	----	----
Chic. and N. W. 1st M.	----	----	----	58	----	58½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	79	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	97
" 2M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2M. 8 p.c. '75	95	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	100½	----	105½
" 2 M. 7 p.c. '60	----	----	----	----	----	101
" 3 M. 7 p.c. '75	----	----	----	----	----	92
Illinois Centr. 7 p.c. '75	----	96½	96	96½	96	95½
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	48	48	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	98	98½	98
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	80
" " 2d M.	64	63	----	60		59
" " S. F.	81	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	93½	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	104½	----	104	104	105	
" 2 M. 7 p.c. '59	----	99½	----	----	99½	
" 3 M. 7 p.c. '71	93½	----	93	----	93	
" 4 M. 7 p.c. '80	----	----	----	----	87½	
" 5 M. 7 p.c. '83	----	77½	----	----	----	
" conv. 7 p.c. '62	72	----	----	----	----	
" " 7 p.c. '71	----	----	----	----	----	
" S. F. '75	----	----	----	----	----	
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	98	
" 2 M. 7 p.c. '64	----	----	----	----	----	
" 3 M. 7 p.c. '67	----	----	----	----	----	
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	
Ph. and Read. 6 p.c. '60	----	----	----	----	----	
" 6 p.c. '70	----	----	----	----	----	
T. H. and A. 1 M. 8s '72	----	----	----	----	----	
" " 2 M. 8s '70	----	----	----	----	----	
Bank and Insurance Stock:—						
Am. Exchange Bank	----	104½	104½	104	----	
America, Bank of	----	----	----	----	----	
Commerce, Bank of	101	----	----	102½	----	
Merchants' Exch. B'k	----	----	----	----	----	
Mercantile (Mar.) Ins.	----	----	----	----	----	
Commonwealth Bank	----	----	----	----	----	
Metropolitan Bank	112½	----	----	----	----	
Mining Stock:—						
Pittsburg	61	61	----	----	----	
Rockland	----	26	----	----	----	
Minnesota	86	86	----	----	----	
Isle Royale	12½	12½	----	----	----	
Miscellaneous:—						
Del. and Hud. C. Co.	----	----	----	----	95	
Cumberland Coal Co.	----	----	----	----	11	
Penn'a Coal Co.	82½	83	----	----	82	
Pacific Mail S. S. Co.	92	92½	92½	91	92	
Canton 20	----	----	20	----	----	
Brooklyn Water W's	103	----	----	103	----	----

The following are the closing prices in the London Market on the 3d October:

United States 5 p. c. red. '74	93¼	to	93¾
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	88	to	90
Do. do. Fr. L'd red. '60	92¼	to	93½
Do. $100 shares, all p'd	72	to	77
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage (sinking fund), 1882	91	to	93
Do. $100 shares	62	to	64
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	72	to	74
Do. $100 shares	20	to	25
New York Central, 6 per cent. (sinking fund) 1883	89	to	91
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	93	to	95
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	79	to	81
Do. Bonds, 1862, '71, '75 do.	65	to	67
Do. Shares, assented	36	to	37
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	38	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	29

American Railroad Journal.

Saturday, October 27, 1860.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Pittsburg, Fort Wayne and Chicago R. R.

The committees representing all the parties in interest in this road have recommended the following plan for the re-organization of the affairs of the company: The road to be sold under process for foreclosure to the following parties, viz.: J. F. D. Lanier, L. H. Meyer, S. J. Tilden, Samuel Hanna, and J. Edgar Thomson, and a new company organized by which new classes of bonds and stock for the benefit of the holders of bonds and shares in the old companies, are to be issued as follows:

1st *Mortgage Bonds* $5,250,000, being a first lien on the entire line and equipments of the company, to bear interest after the first of January 1862, payable semi-annually in six classes; the interest on one class to fall due on the 1st of each month; the principal to be redeemable July 1st 1911, or at the option of the company after the first day of July, 1866. This class of Bonds may, at the option of the holders, be converted into 6 per cent. Bonds, irredeemable except by the operation of a sinking fund of one per cent. annually, till $2,500,000 shall be redeemed. The holders of the bonds are to be entitled to vote at the meetings of the stockholders at the rate of one vote for two hundred dollars of the par amount of said bonds.

2nd *Mortgage bonds* $5,100,000. These bonds are to bear interest after April 1st, 1862, and contain the same provisions as the 1st. Mortgage Bonds in reference to the rate of interest; to their redemption and conversion into irredeemable bonds, and also in reference to voting at the meeting of the stockholders. A further clause provides that in case of sale of the road under

this Mortgage, bonds to the amount of $400,000 shall have preference as to payment.

3d *Mortgage Bonds* $2,000,000. These Bonds entitle the holder to interest at the rate of 7 per cent. after the first day of April 1862, out of such balance of net earnings as may remain after the interest and sinking funds previously provided, and maintaining the road. The holders are entitled to cast one vote for every hundred dollars held by them.

Share Capital. The share capital of the new company to be $6,500,000. The dividends in the same to be limited to 6 per cent.: any surplus then remaining to be paid to the sinking fund for the redemption of the first bonds.

To carry out this plan the holders of the 1st Mortgage Bonds created by the original company are required to assign to certain parties designated by the purchasing committee, their bonds, with the coupon unpaid, whether funded or not, and thereupon to be entitled to the bonds of the new corporation of the same nominal value as the amount surrendered.

The *Second Mortgage Bonds* and *Income Bonds* of the Ohio and Pennsylvania Company; the *second and third* Motrgage Bonds of the Ohio and Indiana, and the construction Bonds of the Pittsburg, Ft. Wayne and Chicago have the following provisions in their favor—they are to be surrendered in the same manner as the 1st Mortgage Bonds, with the unpaid interest, and their holders to be entitled to the *second* Mortgage Bonds of the new corporation to an equal amount, and for such coupons as matured on, or before Oct. 1st, 1859; to third mortgage bonds for coupons maturing after the date last named, and up to the 1st of April 1862.

The holders of the *second* mortgage bonds of the Ohio and Indiana Railroad Company are to be entitled to receive for their bonds, that class of the second mortgage bonds having preference of payment as aforesaid, for the reason that the lien created by the two mortgages on this section of the road does not much exceed, per mile, the first mortgage on other portions of it.

The foregoing provision applies only to such bonds as were sold prior to July 1st, 1860.

Real estate bonds.—These classes of bonds issued by the Fort Wayne and Chicago and the Pittsburg, Fort Wayne and Chicago, to be assigned as aforesaid and converted at their par value, and coupons, into *third* mortgage bonds of the company.

The *construction* bonds now outstanding as collateral may be used in the adjustment of the floating debt at rates to be first determined by John Ferguson, Esq., and approved by him.

All debts of the company not included in the foregoing classes may be exchanged for an equal amount of 3rd mortgage bonds of the new company. The nature and amount of such debts to be determined by the parties appointed by the purchasing committee.

The stockholders in the old corporation to receive stock in the new, equal in amount to that held by them.

The time for carrying out the above plan to be determined by the purchasing committee, which is to act by the majority, and its action in the premises, upon all questions, to be final and conclusive: The plan to be carried out in 60 days after the 1st of January, 1861. Active measures are now being taken to carry it into operation.

The Share and Money Market.

The share market is experiencing all the terrors of a panic, prices having fallen off in some instances, from 10 to 15 per cent. within a very few days. It is something extraordinary that while there has been such a fall in railroad securities, money should remain so abundant, and such apparent confidence should continue to exist in business circles. Banks are discounting as if they felt no apprehension for the future. The United States Loan recently put out was taken at very favorable rates for the Government—a five per cent. security commanding a small premium. Money continues very easy, and but for the fall in stocks, the political matters now occupying public attention would seem to exert no influence whatever upon business affairs. We presume there will be no recovery till after the election has taken place. That railway securities should have fallen so rapidly shows that public confidence is far from being fully restored in reference to this class of investments—particularly such as are upon this market; for we do not see a corresponding decline elsewhere. That our companies are not yet all purged of rogues, recent events in the Rock Island fully prove. A longer trial must be had before the apparent success of railroads can be taken for real. The recent decline has not been owing so much to apprehension about the future as to the distrust which so long prevailed, and taught by a bitter lesson, as to the real value of railroad securities. We shall get over this by and by, but we certainly have not done so yet.

Grand Trunk Railway of Canada.

The financial condition of this enterprise is exciting great attention in England, as might be expected from its vast cost, and from the fact that Englishmen have furnished the capital for its construction. As some grand mistakes were made in the construction of the road, it is very probable that equally grave ones may be repeated in any attempt at an adjustment of its affairs.

The road being commenced under the auspices of the Province, political ideas, or necessities, had a great deal more to do with the original plan, and the manner of its execution, than commercial. As the Province contributed largely toward its cost, it became necessary that every portion of it should share in its benefits. The company was required to extend its line from one extremity of the Province to the other, without any regard to the question of income. That portion, consequently, from Richmond east to Quebec, including the extension to the River de Loup, we presume does not pay running expenses. We doubt whether the line from Toronto to Detroit pays any better. No matter how productive the central portions of the road may be, its earnings are sacrificed to keep the extremes in motion.

If Canada had formed a part of the United States, the mistakes committed in the Grand Trunk enterprise would have been avoided, as in such case commercial rather than political considerations would have prevailed. But commercially, Canada is a part of the United States, as almost entire freedom of trade exists between the two countries. The trade of a large portion of the Province tends toward New York by the same law that brings that of Ohio to this city. Any attempt to divert it will prove utterly futile. This fact should be borne in mind in any plan designed for the relief of the Grand Trunk. Any scheme controverting the laws of trade will only involve the company the deeper in the mire.

The people of Canada, as well as the managers of the Grand Trunk Railway, have acted upon the idea that the Province was a "great country." It is a great country, but it does not follow that its trade justifies the construction of an elaborate system of railroads independent of that of the United States. The great misfortune of the Grand Trunk is that the direction of trade in Canada is at right angles to its line. This tendency will steadily increase in force from year to year. The United States will soon become almost the entire market for Canadian products, and will supply in turn nearly all the merchandise and manufactures consumed in the Province.

The true remedy in this case is for the Province to assume the road. We see no other alternative. In no other way can a great moral responsibility be properly met. We are confident that the case is only fairly to be represented to secure such a result.

Buffalo, New York and Erie Railroad.

The Auditor of the Buffalo, New York and Erie Railroad, makes the following statement of its condition, Aug. 1, 1860.

FUNDED DEBT.

		Due.	Interest.
1st Mortg. Bonds...	$2,000,000	1877,	7 per cent.
2d Mortg. Bonds...	380,000	1872,	7 per cent.
Total	$2,380,000	or,	$16,760 56

—per mile.

No arrearages of interest.

FLOATING DEBT, AUG. 1, 1860.

Bills Payable	$115,527 94
Pay Roll	31,921 14
Other Roads	5,889 60
Individuals	53,553 00
Total	$206,891 89

ASSETS.

Cash balances due and material on line	$91,597 54
Interest held in other and connecting roads	165,135 72
Total	$256,733 26

Capital stock, $680,000, in shares of $100 each.

Total cost, $6,150,000.

Cost to the present Co. $1,150,762. (Sept. 30, 1859.)

EARNINGS.

	1st 11 mos., '60	2d year '59.
Gross Receipts	$474,778 73	$541,249 60
Gross Expenses	333,411 28	368,928 24
Net Earnings	$141,162 45	$172,321 36
	3d 10 mos., '60.	Total.
Gross Receipts	$457,463 77	$1,473,492
Gross Expenses	275,196 49	977,736
Net Earnings	$182,266 68	$495,759

This road forms the termini at Buffalo and Rochester of the Erie Railroad and, by a recent arrangement, we make connection at Elmira for Philadelphia and Baltimore business, and the coal and iron fields of Pennsylvania. The road was purchased by this Company at about half its cost, (being then incomplete), and, with its valuable real estate in the city of Buffalo and elsewhere, and with its full equipment, is, as its cost to the present Company, one of the cheapest roads in the United States. The roadway and equipments are all in good order, a large sum being annually expended for the permanent improvement of track and machinery.

Charleston and Savannah Railroad.

About the first of July last, the Charleston and Savannah Railroad company, being aware of the tedious delays attendant upon the construction of the permanent bridge over the Savannah river, determined to build one of a temporary character, to serve the purpose of passing their trains until the other was completed, and at that time concluded a contract with Messrs. McDowell & Callahan, to furnish all material of whatever nature, and furnish complete, in ninety days, the "temporary structure."

The work has been ready to receive the track for some days past. This structure is over 1,800 feet long, commencing on the Carolina shore with about 1,000 feet of trestling and piling, then one span, Howe Truss of 150 feet clear span, next to which is a pivot draw of 190 feet in length, turning on a pivot pier in the centre, affording two openings of 80 feet each, for the passage of boats; and on the Georgia shore, about 500 feet more of trestling and piling, making the length as above. The work has been executed under the supervision and discretion of Major Edward Manigault, the efficient and energetic chief engineer of the company, who has been very ably aided by the skill, intelligence, and indomitable perseverence of M. P. Muller, a resident of our city, who is the engineer in immediate charge of the work. The rapidity with which this work has progressed speaks well for those connected with it, and also conveys to our mind the fact, that we shall in a very few days have direct connection with Charleston by rail, as we understood the track is laid continuously from the Savannah river to a point within two miles and a half of where they connect with the Central Railroad, which is a short distance from the race course. The completion of this road, with that of the Atlantic and Gulf, should impress upon the mind of the most unobservent, the fact, that our "Forest City" must yet draw within her grasp the trade and travel of large sections of country heretofore undeveloped. —*Savannah Express.*

Pacific Railroad.

The directors yesterday placed under contract all the remaining heavy work on this road, lying in Jackson county. It will not be forgotten, that at an election held in Jackson county, last August, the County Court were instructed to subscribe two hundred thousand dollars of additional stock, issuing the county bonds at one, two, three and four years, with ten per cent. annual interest for its payment; provided, however, that the proceeds of the same were to be expended in said county. The stock has just been subscribed, and six more miles have been put under contract, so that there is at this time seventeen miles of the road, beginning at Kansas City and extending eastward, under contract; that portion between Independence and Kansas City, commenced last July is being vigorously worked, and unless unforseen circumstances present themselves, the road will be opened for travel from Kansas City to Independence before the fourth day of the ensuing July, by which time it is expected the cars will be running to Warrensburgh, in Johnson county, leaving only a gap of fifty miles to a completed road.

In the meantime, however, it is understood that by the terms of the Cass county subscription, the road west of Warrensburg and east of the line of Jackson county, will be put under contract; so that with *wholesome legislation at an early day* in the ensuing session of the General Assembly, this great road, from which the State as well as our own city is to be so much benefited, will be finished, and the territory west of our State become tributary, which has for a season been estranged, will return to its first love.

On Saturday next the cars will run to Smithton, in Pettis county, six miles west of Otterville, and on the first of December ensuing to Sedalia, the county seat (Georgetown) of Pettis county.

Since the road has been opened up to Otterville, stage communication has been formed to Lexington, Boonville and Harrisonville, in Cass county, and much if not all, the travel hertofore going to Hanibal and St. Joseph have come over the Pacific.

The Southwest Branch extends to Dillon's, 104 miles, and will open to Rolla, in Phelps county, before the meeting of the General Assembly, and before the ensuing March, it is contemplated to extend the road to the Little Piney, or Gasconade.—*St. Louis Republican Oct.* 19.

C. J. SCHULTZ,
MANUFACTURER OF
Bridge Bolts and Draw-Bridge Castings.
Letterbox 1399. Pittsburg, Pa.

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ROOFING FELT.
THE BEST, CHEAPEST AND
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THE IMPROVED PATENT ROOFING FELT furnished by the Subscribers is entirely free from the objections hitherto urged against articles that have been furnished under similar names by various parties.

It makes a **light, cheap, durable,** and perfectly **Fire** and **Water-proof Roofing** for **Churches, Farm Buildings, Railroad Depots, etc.**

It forms the best and cheapest lining for Stores, Granaries, Barns and Wooden Buildings, as rats, mice and other vermin will not touch it.

It stands all climates and has been extensively furnished to the British Government for use in their widely scattered foreign possessions. The Turkish Government used large quantities of the Felt for roofing their hospitals and stables in the late war.

In this country first class dwelling houses have been roofed for three years with this Felt, and the owners who used tin now prefer this Roofing Felt.

Also an entirely new, superior and cheap **ROOFING CEMENT** for the above Felt and leaky tin roofs.

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ON ship board and ready for immediate delivery from ship Bernard direct from Wales by
THEODORE DEHON,
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TO CONTRACTORS.

PROPOSALS will be received by the Long Dock Company until November 3d, for excavating and loading in the cars of the Company, 500,000 cubic yards of earth, at the west end of the Bergen Hill Tunnel. For further information apply to J. HOUSTON, Assistant Engineer's office, Hudson City.

The Company reserve the right to reject any bid that may be offered.

Oct. 11, 1860. J. W. ALLEN, Engineer.

ENGLISH WATCHES.
THE CELEBRATED
LONDON WATCHES.
I. & M. T. LEVITT,
CHRONOMETER MAKERS TO THE ROYAL NAVY.
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OF EVERY DESCRIPTION,
ALWAYS ON HAND.
Also **Agent for the MORRIS TOBIAS WATCH.**

Notice to Contractors.

OFFICE GEORGIA WESTERN RAILROAD CO., Atlanta, Oct. 4th, 1860.

SEALED PROPOSALS will be received at this office until the 1st day of December next for executing the Grading and Masonry on fifty miles of the Georgia Western Railroad, commencing at Atlanta, and extending into Haralson county.

Profiles and plans, with approximate estimates of quantities, will be exhibited at this office on and after the 15th of November. Payments to be made in cash, monthly. The work is in a healthy locality, and will present superior advantages to contractors in obtaining supplies.

By order of the Board of Directors.
L. P. GRANT, Chief Engineer.

JUST PUBLISHED. Price $5 per volume.

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CANALS
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EXHIBITING THEIR
Progress, Cost, Revenues, Expenditures
AND
PRESENT CONDITION.

By HENRY V. POOR, Esq.,
Editor of the 'AMERICAN RAILROAD JOURNAL.

Illustrated by large and elegant Maps.

THIS work, which is the first of its description ever issued, and which traces the history of AMERICAN RAILROADS AND CANALS through their varying fortunes from the earliest period to the present day, has been written under peculiarly favorable circumstances, whether in relation to editorial experience, or the possession of the material necessary for the proper illustration of the subject, and on these accounts claims a reliability as to facts and deductions which under other auspices could not have been obtained. It is based principally on official reports published from year to year, and which for the past THIRTY YEARS have been accumulating in the office of the AMERICAN RAILROAD JOURNAL. To collate these, and present the essential facts relating to each enterprise, has required patient research and persistent labor. The result has been more successful than could have been anticipated under any circumstances—the general history, the progress of construction, the financial movements and the business operations of every road and canal in the United States being given in detail, the aggregate of all summed up and the averages deduced. The present condition of each work is elaborately set forth in full descriptions of property, share capital, bonds and other evidences of debt, etc., etc.; and the several departments of the subject are so carefully classified and arranged that comparison is rendered easy. The publishers, indeed, have no hesitation in presenting the work to all interested in internal improvements as complete and accurate in every respect—one that in reviewing the past lays the foundation for the future, and which is indispensable alike to the merchant, the banker, the contractor, and indeed to all who invest capital in railroads or canals.

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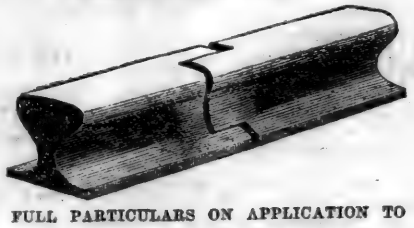
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JOHN H. SCHULTZ & CO.,
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FOR RAILROAD BARS.

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E. G. KELLEY,
3m39 Manufacturing and Analytical Chemist.

OFFICE OF THE MOBILE AND OHIO R. R. Co.,
Mobile, Sept. 8th, 1860.

PROPOSALS addressed to the undersigned, will be received until 20th October next, for furnishing first-class **SLEEPING CARS** for through trains on this road.

The Proposals must state the name of the patent, under which the Cars will be constructed, the time they can be delivered, and the price at which the Company can purchase them—including the Patent right to use the same—at the expiration of one or two years, after date of delivery on the road.

L. J. FLEMING,
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5.	" 15 "	¼ to 1	18.	" 28 "	¼ to 1
6.	" 15 "	1 to 1	19.	" 28 "	½ to 1
7.	" 15 "	1½ to 1	20.	" 30 "	1 to 1
8.	" 16 "	¼ to 1	21.	" 30 "	1½ to 1
9	" 16 "	1 to 1	22.	" 30 "	1½ to 1
10.	" 18 "	¼ to 1	23.	" 32 "	1 to 1
11.	" 18 "	½ to 1	24.	" 32 "	1½ to 1
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HENRY V. POOR, *Editor.*

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Poor's History of the Railroads and Canals of the United States 969
Chicago, Burlington and Quincy Railroad 969
Contracts in restraint of trade, when void and when sustained 970
The Grand Trunk Railroad 971
The Boonton Railroad 971
Polk Slate Quarry Railroad 971
Hartford, Providence and Fishkill Railroad 972
Minnesota Central Railroad 972
Railroads of Virginia 973
How to Invest in Railroads 980
Politics and the Share Market 981
Interest and Dividends 981

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, November 3, 1860.

POOR'S History of the Railroads and Canals of the United States.

NOTICES OF THE PRESS.

A work of great labor and skill, presenting a vast amount of historical and statistical information compiled and arranged in a very lucid, compact, and reliable form.—*Independent.*

This is an exceedingly valuable work. Mr. Poon is known as the editor of the *American Railroad Journal*, and is well qualified to have prepared a volume like the present one. It is designed as a comprehensive statement of the progress, cost, revenues, expenditures, and financial condition of our canals and railroads. Such a work has long been needed, for it shows that a single report does not always show the true position of the different Canal and Railroad Companies. Brief abstracts of different railroad laws are given, and maps are furnished of the New England and Middle States, exhibiting their physical features, political divisions, and the lines of the railroads and canals within their limits. The work has evidently been carefully prepared and must have involved a large amount of labor. The second volume will be issued shortly.—*Courier and Enquirer.*

The abundant statistical information contained in this volume is of great value in the present condition of the railroad interest in the United States. It presents a condensed statement of the progress, cost, and financial relations of the various American railroads and canals, a history of their operations from year to year, an abstract of the laws of the several States relating to them together with a great amount of important incidental details.—*Tribune.*

This is a work of extraordinary labor and research. It is a history, in detail, of all the Railroads and Canals of the United States. We certainly could not have believed that so complete and detailed a body of statistics upon this subject *could* have been gathered together.

Lawyers, especially, will find this feature of the work of great value for purposes of reference. It enables them to trace at once the whole legislation relative to any particular railroad. They can also trace the history of the issue of all classes of bonds by all the various roads, dates of issue and payment, order of priority, how secured, &c., &c.—*New York Daily Transcript.*

Few gentlemen in the United States are better fitted than Mr. Poor to prepare such an elaborate work as this. The writer of such a work must, in the first case, be well informed on the subject under consideration, and likewise have under his control a mass of statistical details; without which, the work could not be executed. The need of the present volume is obvious. Each State has its own System of railroads, and has a separate page in the history of the subject. Unfortunately, there is not in this country a Statistical Bureau or Central Office, for the compilation of railroad, banking, commercial and other details, whereby an annual or occasional work could be readily prepared, showing the fact and figures of the year. The British government has the advantage of us in this respect; and under its authority is published annually, or oftener, an official and reliable summary of railroad capital, revenue, expenditure, &c.

Mr. Poor has rendered an acceptable service in the compilation and publication of the present History of the Railroads and Canals of this country. The value of the work is much enhanced by two large and accurate maps; first, of the New-England States, and secondly, of the middle Atlantic States; exhibiting their physical features, political divisions, and the lines of railroads and canals within their limits. The second volume is in preparation, and will be illustrated by maps of the Southern and Western States, showing the depots and stations of each line, with the distances respectively. For convenience of reference, a brief abstract of the railroad laws of each State is given; the general railroad law of New York in full.—*Bankers' Magazine.*

All persons interested in railroads or canals within the limits of the United States, will be glad to learn that Henry V. Poor, Esq., editor of the American Railroad Journal, has undertaken to give the public a complete history of these various enterprises, including their origin, cost, revenues, expenses, and present condition, with full particulars of every item of interest in such a connection. The whole is to be complete in two volumes, with a case containing seven maps. The first volume, embracing the Eastern and middle States, is now issued, with an appendix of two maps. It contains 612 pages royal octavo, and is selling at five dollars, including the case with appendix. The second volume is in course of preparation, and the whole will form a work of very great value, indispensable to a proper acquaintance with the present condition of our country and its interest resources. No one can duly estimate the amount of labor required for the production of such a history unless they are accustomed to the compilation of statistics.—*Journal of Commerce.*

Chicago, Burlington and Quincy Railroad.

Annexed is the statement of this company for the six months ending Oct. 31, 1860:

	Earnings.	Expenses.	Net.
May.....	$161,870.31	$70,905.19	$90,465.12
June.....	110,863.59	64,609.77	46,253.82
July	124,103.36	59,338.79	64,764.57
August.....	186,902.15	68,405.01	118,479.14
September...	166,747.94	79,597.82	87,150.12
October, esti.	185,000.00	70,000.00	115,000.00
Total ...	$934,987.35	$412,856.58	$522,130.77
Add balance to credit of Int. and Ex. acc't.....			22,562.83
Total			$544,693.60

From the above net sum should be deducted the following items:

Interest on bonds paid ..	$112,154 84	
Transfer office exp. paid.	300 00	
Taxes paid	8,394 15	
Payment to sinking fund.	17,000 00	
Expenditures on permanent improvements	40,008 78	
Rent of depot at Chicago.	20,000 00	
		$197,857 77
Leaving to the credit of income account for the six months, the sum of.		346,835 83
The net earnings from 1st to 15th November are estimated at.....		42,000 00
Leaving on hand applicable to divid'd.		$388,835 83

from which a dividend of $5 per share has been declared, payable on the 15th day of November, proximo, to such persons as shall be holders of stock at the close of business hours, on the 31st day of the present month. Dividends on stock registered at the Boston Transfer Office, payable at the office of J. E. Thayer & Brother, in

Boston; on stock registered at the New York Transfer Office, payable at the Bank of Commerce, in New York; all other dividends payable at the Treasurer's Office, in Chicago, in Exchange on New York or Boston. The Transfer books are ordered to be closed from the 1st to the 10th proximo, inclusive.

It will be seen that the net earnings for the six months ending October 31 will be over 7 per centum, and the credit to income account, which stood on the date of our last annual report at $733,223 56, will be increased nearly 3 per centum on our capital stock, after paying the present dividend. This large balance of income account has been mainly used in paying off the floating debt, now extinguished, which was created by advances to the Peoria and Oquawka and Northern Cross Railroad Companies, for which advances there is every reason to hope this company will hereafter receive an equivalent, not only in increase of business, but by absolute payments, in more direct form.

The great depression of the business of the West has passed, and we see no reason to doubt that the return to the present and increasing prosperity is to be substantial and durable; in fact, we consider the produce now in the country, depending on our road for an outlet, equal to the full employment of all our stock till the period of another harvest.

Railroad Consolidation.

We learn from the Nashville papers that the Tennessee and Alabama, the Central Southern and the Tennessee and Alabama Central Railroad Companies have consolidated the running of the three roads from Nashville, Tennessee, to Decatur, Alabama. The road will be completed early in November, when the trains will be run through to Decatur without change of cars. The management of the entire line is under one set of officers. Col. W. O'Neil Perkins has been elected General Superintendent of the whole line.

Iron Bridge.

The Phœnix Iron Company, perhaps the largest organization devoted to the manufacture of iron in America, are about to commence the construction of iron bridges for railroad and other purposes. The plan adopted is the lattice, all parts of the structure being of wrought iron. A model has been made, to a scale of one inch, to the foot, and tested by the company's engineer, Mr. George Walters. The model represents a 150-ft. span, and is 12 ft. long, 2 ft. high and 18 in. wide over the trusses. The top and bottom chords of the model are made, each, from a portion of a 6-inch Phœnix rolled beam, the cross section of each chord being 1.65 square inches. On each side of each chord a shoulder is planed to take the thrust of the lattice bars, this shoulder being three-sixteenths inch wide, and ⅞ inch deep on each side. The lattice bars are three-sixteenths inch thick and 1⅛ inch wide, crossing each other at an angle of 22½ deg. from a vertical line, and at a distance of 5 in. from centre to centre. Each bar crossing three other bars, with a ¼ inch rivet at each intersection. In the model, the lattice bars are of uniform size throughout, and the chords are of the same section from end to end. In large spans, the trusses would be proportioned, at every point to the strain, at that point. The whole weight of the model is 547 lb. and the test which it is calculated to bear represents 2¼ tons to the running foot of the full sized span. The model has been tested by attaching weights to a cast iron saddle, bearing, for 20 in., at the centre of both trusses. Weights were added progressively and the deflections noted, the increase of deflection following in regular amounts the increments of load. With a weight of 37,560 lb., or nearly 19 tons, the greatest deflection was less than half an inch, being .453 inch after the load had stood for an hour upon the model.

The Phœnix Iron Company are confident that they can make bridges, upon this plan, which shall compete successfully with timber bridges. In France and Germany nearly all the railroad bridges, lately constructed, are iron latticed trusses, one railroad bridge over the Vistalu, in Prussia, having six lattice spans of 397 ft. each.—*The Engineer.*

Journal of Commercial Law.

CONTRACTS IN RESTRAINT OF TRADE, WHEN VOID AND WHEN SUSTAINED; LIQUIDATED DAMAGES.

It is a sound maxim of the law that contracts, by the terms of which one or more parties are prohibited from exercising any trade, business or profession, are, in general, void. It rests upon the broad principle, that whatever contravenes public interests should be repressed and the rights of the community considered paramount to mere private gains.

But, while this maxim is, in general, held to be the law, it has also been decided, that a contract not to exercise a trade or carry on a business at a particular place, made upon good consideration, may be upheld, if shown to be reasonable; and if the restraint upon the covenantor be not greater than is needed for the protection of the covenantee in the enjoyment of his trade or business.

This is held in *Dunlop and others against Gregory and others*, which case, although raised and decided some few years since, has not until recently been reported. The plaintiffs, in January, 1835, with several other individuals, all being interested in steamboats running as passage boats on the Hudson river, formed an association under the name of "The Hudson River Steamboat Association," for the purpose of keeping up a regular line of boats in accordance with the partnership articles then entered into. This association was to continue until the 1st of January, 1843. On the first day of April, 1840, the association owned five boats, the Albany, Champlain, Erie, Swallow, and De Witt Clinton, and two-thirds of the steamboat Robert L. Stevens, all of which were running as passenger boats between New York, and Albany and Troy. The other third of the Robert L. Stevens was owned by Samuel Rexford, one of the defendants in the suit. On the day last mentioned, the several members of the association being interested to this extent in the Robert L. Stevens, sold their interest to the defendants for $14,500, and executed bills of sale therefor. On the same day, the defendants entered into an agreement under seal, to the effect that the Robert L. Stevens should not be run as a passenger boat above the village of Saugerties upon the Hudson river by any persons whatever, it being understood by all the parties, that this was an essential and important consideration to the agreement of sale. And it was further set forth that the said Uriah Gregory, Samuel Rexford, and John Elting, jr., do hereby agree to and with Robert Dunlop, Smith Culter, James A. Stevens, Anthony N. Hoffman, M. Van Buren, etc., to become responsible in damages; and which they hereby agree to pay to Robert Dunlop, Smith Cutter, etc., if the said steamboat shall or may be run above the village of Saugerties aforesaid, as a passage boat by any person or persons whatever. And it was agreed that the said damages should be liquidated at two hundred dollars for each and every passage made by the said steamboat above the village of Saugerties.

The association expired by its own limitation in 1843. Many of its members, before 1845, had sold out all their interests in the steamboats running upon the Hudson river; and in that year the only ones of the covenantees in the agreement, who retained an interest in such property were R. P. Hart, and two of the plaintiffs. These individuals were still part owners of two of the five boats above named, and of other steamboats purchased since the date of the agreement, which were running as passage boats between New York, and Albany and Troy. In the spring of 1845, the Robert L. Stevens, then owned by the vendees of the defendants, made nineteen passages between New York and Albany, carrying passengers and freight.

R. P. Hart having died before the time of these passages the action was brought in the name of all the other covenantees in the agreement, as his survivors, against the covenantors to recover the damages therein liquidated, for the breach of it. The case was tried before a jury in 1846, and a verdict given for the plaintiffs, under the direction of the judge, for $3,800; being $200 a trip for each of the nineteen trips made, according to the agreement. Judgment was affirmed by the Supreme Court and the defendants appealed. The following is the decision of the N. Y. Court of Appeals.

Paige, J.—It is contended on the part of the appellants, that the agreement on which this suit is brought is in restraint of trade, prejudicial to the public interests and against public policy; and that if valid at the time of its execution it was invalid at the time of its breach, because the partnership for whose benefit it was made had expired without assigning it.

Contracts, upon whatever consideration made, which go to the total restraint of trade, such as obligate a man not to pursue his occupation, or exercise his trade, anywhere in the State are void Such contracts are injurious to the public, and operate oppressively upon one party without being beneficial to the other. But a contract not to exercise a trade or carry on business in a particular place made upon good consideration, may be upheld where sufficient reasons are shown for entering into it. The contract to be upheld, must appear from special circumstances to be reasonable and useful, and the restraint of the covenantor must not be larger than is necessary, for the protection of the covenantee, in the enjoyment of his trade or business. Within this principle I think the agreement in question was valid and binding on the defendants.

Because a part of the covenantees sold out their interests in the steamboats running on the Hudson river, between the making of the agreement and its breach by the defendants; the remaining covenantees, who retained their interests in such boats, ought not to be deprived of their remedy on the agreement, to recover the damages sustained by them by means of such breach. The obligation of the defendants, was an obligation to all the covenantees jointly. This suit having been commenced before the adoption of the code, it was necessarily brought in the name of all the covenantees. The action can be sustained if any one of the plaintiffs has a beneficial interest in the suit. The covenant enured to the benefits of those covenantees who retained their interest in the steamboats running on the river. The other covenantees who had sold out, and therefore could

not be injured by the breach of the agreement, are merely nominal parties to the suit.

The dissolution of the Hudson River Steamboat Association is no defence to the suit. The agreement was not made with the plaintiffs as members of that association, or as co-partners, but as individuals; and was intended to protect their interest, whatever that might be, in the steamboats running between New York, and Albany and Troy. The obligation of the agreement is not at an end, because the steamboat association has become dissolved; or because the partnership, of which the plaintiffs were members at the time of the making of the agreement, has expired by the efflux of time. The agreement makes no reference to the steamboat association, or to any co-partnership. Its obligation continues as long as any one of the covenantees has an interest in the steamboats running on the Hudson river between New York, and Albany and Troy; especially in any of those of which they were owners, in whole or part, when the agreement was made. The sums agreed upon by the parties, as the measure of damages for the violation of the agreement, must be considered as liquidated damages. The judgment is, therefore, affirmed.

The Grand Trunk Railroad.

The Portland *Advertiser* reports that Mr. Ward, the agent of the Barings, has been to that city, and attached for his principals the rolling stock belonging to the Grand Trunk on the American side of the line at Portland, Paris, &c. The rolling stock which originally belonged to the Atlantic and St. Lawrence Railroad Company, was mortgaged with that road, and therefore not included in the Barings' attachment, the same having been kept in good repair by the road, as agreed at the time of the lease. The *Advertiser* adds:

"The road will of course be run, for this is the only source from which the Messrs. Baring can collect their debt and they may find it for their interest to increase the rolling stock, which is all the road now needs to greatly enlarge its income. The business now crowding upon it cannot be done with the present equipment and the company had contracted with the Portland company for a large addition to their frieght cars &c., amounting to abont $200,000, but since the financial difficulties have transpired, their contract has been relinquished by the Grand Trunk, and the company has the cars completed, and the stock purchased to build the balance still on hand. Negotiations are now going on to allow the use of these new frieght cars by the road, which probably may be soon consummated satisfactorily to all parties."

Tunnel Under the Erie Canal.

A corps of engineers are now in this city making the surveys and estimates for the New York Central Railroad tunnel under the Erie Canal. It is designed to construct a double track through the tunnel, which will be a close arch all the way from Kent street to a point some distance west of the canal. The descent of grade will commence east of Sophia street, and the track will take a line westward from the north-west corner of Center Park, crossing Oak street at its intersection with Deane street. When the tunnel is completed and the new track laid, the Buffalo and Niagara Falls cars will come in and go out that way. The present track of the Buffalo road, from Sophia street to the Western Depot, as it is called, will be abandoned; also the Niagara Falls track from Brown to Lyell streets, including of course both bridges over the Erie Canal, and all the trestle work.—*Rochester Union.*

The Boonton Railroad.

The Newark N. J. *Advertiser* says that this road is shortly to be commenced. Ground will be broken at the Great Notch, three miles southwest of Paterson, and the road be completed to Little Falls with the least possible delay. The farmers along the projected line have not only conceded the right of way, but made such liberal subscriptions to the company's stock that the directors feel encouraged to proceed forthwith. In Little Falls, Fairfield, Caldwell, Troy, Parsippany and Pine Brook, near which places the road will run, about $50,000 have been taken. The Boonton Iron Co., and the proprietors of mines and iron works in Morris county, will no doubt do their full share towards such a needed improvement, when called upon.

At the Great Notch, three routes will be open to Paterson, where a competing coal road is much needed to Bloomfield or Belleville. At the same time, it is understood that a branch line will soon be commenced between the Ringwood mines, in the upper part of Passaic county, and the Boonton railroad, somewhere near the village of Little Falls. Some of these roads will connect with the Morris and Essex Railroad, at Denville, and others with the Bloomfield Railroad, at West Bloomfield. In either case the travel would pass through Newark to New York.

Polk Slate Quarry Railroad.

We take great pleasure in transferring to our columns the opinions of men of inteligence and experience, in regard to the importance and benefits of our Railroad, from Marietta towards Memphis, Tenn.

Mr. Wadsworth, Chief Engineer of the Dalton & Jacksonville Railroad Company, in his late report, speaking of the *connections* and *probable business* of that Road, says: "In addition to the above, as through connections, there is constructing from Marietta, by way of Van Wert and Cedar Town, to the Alabama line, at head of Hurricane Creek Valley, the *Polk Slate Quarry Railroad*, which may become an important feeder to, and may send a vast deal of freight over your Road. This will be the shortest outlet to the North, West, and South, for large quantities of *roofing slate*, so justly becoming celebrated in all parts of the country, and which, when these lines of Railroads are built up, will bear transportation to St. Louis, New Orleans, and Charleston.

The Quarry is a fortune to the whole country, and as the facilities of the railroad approach, it will come to be appreciated. This Railroad is of itself a project of very great importance, and besides being profitable as a *local Road*, it must eventually be a part of a very extensive line from the seaboard to the Mississippi Valley. The route lies very nearly in the direct line of Charleston, Augusta, Marietta, Decatur, and Memphis, and when it shall have been built up, will shorten the present route, *via* Chattanooga, from eighty to one hundred miles."—*Dalton Times.*

Steel Springs.

For the last six months, Messrs. James Jeffries & Sons, the well known spring manufacturers, of this city, have adopted a new mode of securing the leaves of their springs together. No hole is made through the leaves nor is any bolt used. Two notches are made in each edge of the two top and two bottom leaves, these notches being made where they will be covered by the band which, when shrunk on, is indented, by means of a punch, into each notch. The band is thus indented at four points on each side, or at eight places in all, and has so firm a hold upon the leaves that loosening would be impossible. The top and bottom leaves being thus held firmly by the band, the intermediate leaves are held firmly in place by the studs, punched in the ordinary manner, at their ends. The metal taken out of the top and bottom leaves in making the notches is not one half that which would be removed for a bolt hole, while the intermediate leaves are left of the full width and strength. Springs thus secured together can never work loose, and there is no extra part which like a bolt, can break or come off.—*The Engineer.*

Railroads in Texas.

Our railroad affairs stand as follows. First, connection with the Mississippi: Road to Monroe, 90 miles, will be completed by January. From Shreveport to Texas line, 20 miles, will be finished within the next six months. Twenty-five miles finished in Texas, making daily trips, and 50 miles under contract to be finished in fifteen months. Between four and five hundred hands are now at work on the Southern Pacific road. The distance from Monroe to Shreveport is about one hundred miles. This section ought to be finished in fifteen or eighteen months. When completed, we will have an uninterrupted chain to the Mississippi river and extended 75 miles into Texas; in all about 300 miles.

In the mean time, the road from Sabine Pass will be brought to Nacogdoches, and the road finished 50 miles from Jefferson, extending in the direction of the prairies, and doubtless from that place to Marshall.

In less than two years, therefore, we may expect to be placed within 24 hours of New Orleans, and three days and a half of New York.—*Marshall Republican.*

Railroads in Kansas.

St. Louis, Oct. 20.—The State Railroad Convention, to devise a system of railroad grants to be presented to Congress, assembled at Topeka on Wednesday last.—Ex-Governer Roberts, of Wyandotte, presided, and John A. Martin, of Atchison, acted as secretary. A very large number of delegates were present, nearly every county in the Territory being represented.

The convention adopted the following schedule of railroad grants, viz: One grant for a road from Wyandotte, in the Kansas Valley to Fort Riley; one for a road from Atchison westward to the gold mines; one for a road from Atchison via Topeka and Council Grove, in the direction of State Fe; one for a road from Lawrence, south in the direction of Fort Gibson; and one for a road from the Missouri State line, known as the Jefferson City and Neosho Valley Railroad.

The Convention was in session two days. A committee was appointed to urge these grants upon the favorable consideration of Congress.

An Englishman on American Railroads.

At a banquet given in Cincinnati to the Railroad Convention by the Adams Express Company, Mr. Evans, one of the English Directors of the Erie Road, made the following remarks:

"Mr. Evans said he desired to offer the toast 'Success to American Railways.' He was pleased to meet around this board so many intelligent practical managers of the railroads of the country. He had been much pleased with what he had seen, since his arrival in this country of the manner in which the roads were managed, and believed the day was not far distant when the would amply repay their projectors. It was true they had too many roads. The roads had been built too soon and too quick, but he thought that with judicious management and proper economy they would still prove remunerative. He spoke of the spirit of competition as being one great reason why so many roads had been built, and thougbt that that would soon find a check.

"He referred to the difficulties and troubles that the railroads of this country were now undergoing, and said that the railroads of England had passed through the same troubles. They were now out of darkness, and he had no doubt but that our roads would soon emerge from the gloom that now overshadows them. The tribulations that the roads in England had gone through had resulted to their advantage. He spoke of the importance of promoting good feeling and harmony between the officers of the different roads, and thought that such social meetings as this did much to secure a better feeling. He must say

that he was pleased with what he had seen of our railroads. There was much in the management of the roads of this country that might be copied and followed by the roads in England with advantage and profit, and their were other things that our roads might perhaps copy from them with equal advantage, and one of them was the Railroad Clearance System."

Hartford, Providence and Fishkill R. R.

The annual meeting of the stockholders of this company was held at Hartford on the 25th ult. The earnings for the year ending September 30th, 1860, were:

From Passage	$185,403
" Freight	167,048
" Mails	8,500
" Express, rents, etc.	4,376
	$365,327
Total working expenses	208,276
Net earnings for the year	$162,051
Deduct interest due on bonds Jan. 1, and July 1,	143,745
Leaving a net surplus of	$18,306
And last year's surplus	27,829
Total surplus	$47,116

Number of miles run during the year, 258,087—equal to ten times around the globe. About 400,000 passengers have been carried over the road during the year, and not one has been injured. The road-bed, superstructure and equipments are all in good order. The legality of seven per cent. interest on over-due bonds has recently been settled by the courts, and those bonds, of which there are about $100,000 have a permanent value in the market.

The sinking fund, deposited with the trustees of the two cities—$44,164 34 in Hartford, and $33,400 in Providence—for the payment of the $1,000,000 of bonds of the cities, maturing in 1876, amounts to $77,564 34.

The general statement is as follows:

Stock		$1,537,939 96
Preferred stock issued	$500,000	
Preferred stock claimed to be hypothecated	101,200	
		398,800 00
Bonds issued	2,055,500	
Of which are claimed to be hypothecated	26,000	
		2,029,500 00
Notes and accounts payable		230,802 33
Premium and interest received on bonds sold, issued by cities of Hartford and Providence		100,324 84
Profit and loss		90,767 44
Cancelled bonds paid by trustees		52,230 00
		$4,440,364 79
Cost of road		$3,903,455 56
Equipment		302,510 93
Materials and supplies delivered trustees		29,358 20
Sinking fund, city of Hartford	$44,164 34	
Do. do. Providence	33,400 00	
		77,564 34
Sundry notes and accounts		124,698 04
Cash on hand		3,787 82
		$4,440,364 79

The following gentlemen were elected directors for the ensuing year:—James G. Anthony, Henry Lippitt, Byron Sprague, George B. Holmes, of Providence; Stephen Harris of Phœnix, R. I.; Joseph Trumbull, Alfred Smith, A. S. Beckwith, Albert Day, of Hartford; Virgil Cornish, of New Britain; John P. Elton, of Waterbury, James G. Anthony was re-elected President, and E. M. Brigham, Secretary and Treasurer.

Minnesota Central Railroad.

The following well known railroad men and capitalists of the West and New York city have filed in the office of the Secretary of the State of Minnesota, in pursuance of the general railroad law of the State, articles of incorporation of a company entitled "The Minnesota Central Railroad Company," which purposes to construct a Railroad from an Eastern and Southern connection by the lines of the Land Grant Railroads to St. Paul, and thence to St. Anthony and Minneapolis, and up the Mississippi Valley, forming part of a central line of railroad through the Ssate: Col. R. B. Mason, Amasa Stone, Stillman Witt, Sela Chamberlain, Edward B. Wesley, late of the New York *Times*, David R. Martin, President of the Ocean Bank of New York, and Milton Cartwright, Engineer and Railroad Contractor of New York city.

This Company, says the *Minnesotian* propose to ask of the Minnesota Legislature at its next session, such legislation as will enable them to build the Central Railroad by the route above indicated; and will in advance, as security that they complete the railroad, surrender to the State to be canceled, from one to one and a half millions of dollars of the "Minnesota State Railroad Bonds" now outstanding; the State to issue to them new bonds equivalent to the amount so surrendered, only as the cars are on the road.

The Maryland and Delaware Railroad.

The work on this road is progressing in a rapid manner. The grading from the point of connection with the Delaware road, at Smyrna, to the State line has been completed, and workmen are now engaged in repairing and trimming up that part of the road in this county heretofore graded, The cross-ties and rails have been laid on a portion of the road in Delaware, and it is confidently expected that by the first of January next, the road will be completed and in working order as far down as Greensborough.—*Denton Journal.*

Minot's Ledge Lighthouse.

The interior of this structure is being rapidly completed. The workmen labor on it night and day. The wood work of the house, we believe, is entirely of oak, and will be, when finished, as solid and enduring as it can be made. Workmen at work in the light report that during the severest storms, thus far, only a slight trembling is felt. Capt. Alexander, who superintended the construction of the lighthouse, dined within its granite walls, one day last week, with his entire family.—*Hingham Journal.*

Coal Burning Locomotives.

The Rogers Locomotive Works are building eight coal burning locomotives for the Chicago, Alton and St. Louis Railroad.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending October 20, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	80
Covington and Lexington, 1st Mortgage	6s	76
" " " 1st "	7s	85
" " " 2d "	7s	78
Indianapolis and Cincinnati, 1st Mortgage	7s	85
" " " 2d "	7s	84
" " " 3d "	7s	70
Cinc., Ham. and Dayton, 1st Mortgage	7s	100
" " " 2d "	7s	86
Ohio & Miss., Construction	7s	18
Indiana Central, 1st Mortgage	7s	85
" " 2d "	10s	87½
Dayton and Michigan, Endorsed Mort. 81	7s	75

STOCKS.	
Cincinnati, Hamilton & Dayton	76
Little Miami	89
Columbus and Xenia	88
Indianapolis & Cincinnati	49
Ohio and Miss.	1½
" " " Trustees Scrip	15

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada, for the week ending October 19th, 1860, were: $80,914 75
Corresponding week, 1859: 60,032 46
Increase: $20,882 29
Total traffic from July 1, 1860: $964,063 89
Do. for same period last y: 713,870 50
Increase: $250,193 39

The following are the earnings of the Great Western Railway of Canada for the week ending October 19, 1860:

Passengers	$24,032 29
Freight and live stock	28,332 05
Mails and sundries	1,658 05
Total	$54,022 49
Corresponding week of last year	48,982 81
Increase	$5,039 68

The following is a statement of the earnings and disbursements of the Potsdam and Watertown Railroad (now owned by the Watertown and Rome Railroad), for the month of September in 1859 and 1860:

EARNINGS.	1859.	1860.
From Passengers	$6,114 03	$6,192 51
" Freight	3,912 16	4,879 56
" Mails, etc.	587 79	397 77
Total	$10,613 98	$11,469 84
EXPENSES.		
Maintaining road	$2,091 00	$1,543 89
Repairs of machinery	453 26	1,116 57
Operating road	2,341 34	1,743 48
Overcharges refunded	10 80	5 70
Total	$4,879 40	$4,409 64
Net	5,716 58	7,060 20

The Receiver of the Cincinnati, Wilmington and Zanesville Railroad has filed with the U. S. District Court his Seventeenth Monthly Report of the operations of this road for the month of September, 1860:—

EARNINGS.	
Passengers	$8,823 99
Mail	799 25
Express	460 75
Freight	12,448 75
Total gross earnings	$22,332 74
EXPENSES.	
Total ordinary expenses	$15,935 67
Extraordinary expenses	1,050 72
Capital account	22 67
Total expenses	$17,009 06
Balance on hand September 1	$16,270 48
Received during September	27,439 50
Total	$43,709 98

The earnings of the Eaton and Hamilton Railroad for September, were:

1860	$14,800
1859	11,500
Increase	$3,300

The earnings of the Hannibal and St. Joseph Railroad for the month of September were:

Passengers	$37,927 27
Freight	67,679 80
Sundries	3,667 70
Total	$109,274 77
September, 1859	74,223 80
Increase	$35,050 97

Annual Returns of the Railroad Companies of Virginia.

Corporate Titles of Companies.	Capital Account. Share Capital.	Funded Debt.	Other Liabilities.	Total Capital.	Cost of Road and Equipm't.	Miles of Road open.	Gross Earnings. Passenger Earnings.	Freight Earnings.	Other Earnings.	Total Earnings.	Current Expenses & Repairs.	Earnings less Expenses.	Dividends. Am'nt.	Rate.
1839.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. ct.
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	51,729	2,171	53,900	34,712	19,188	18,000	12
Petersburg	605,500	166,000	68,622	840,522	795,861	62.00	50,595	80,192	17,517	148,304	101,525	46,779	39,358	6½
Portsmouth and Roanoke	641,650	150,000	72,732	864,382	1,025,056	78.50	32,673	27,171	6,640	66,484	57,392	9,092	....	....
Winchester and Potomac	300,000	142,000	90,237	532,237	575,134	32.00	16,082	52,085	1,301	69,468	50,266	19,202	....	....
Richmond, Fredericksb. & Potomac	730,000	300,000	57,638	1,087,638	1,055,186	60.00	91,042	52,724	14,562	158,328	124,315	34,013	....	....
City Point	128,161	50,000	41,338	219,499	152,552	10.00	4,199	5,907	.....	10,106	7,144	2,962	....	....
Louisa	373,805	.....	13,100	386,905	377,193	35.39	5,500	3,500	909	9,909	5,415	4,494	10,622	4½
Greenesville and Roanoke	200,000	35,293	27,651	262,944	269,154	18.00	19,521	7,478	1,180	28,179	18,095	10,084	....	....
Richmond and Petersburg	491,593	199,721	34,826	726,140	743,410	22.15	41,713	7,388	5,863	54,959	30,504	24,455	....	....
Total	3,620,709	1,043,014	406,144	5,069,867	5,143,546	380.04	261,325	288,169	50,143	599,637	429,368	170,269	67,980	....
1840.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	50,929	2,328	53,257	37,419	15,838	15,000	10
Petersburg	605,500	200,000	39,013	844,513	829,704	62.00	43,362	106,674	16,870	166,906	109,749	57,157	18,165	3
Portsmouth and Roanoke	641,650	150,000	80,496	872,146	1,114,375	78.50	43,347	26,037	8,518	77,902	61,606	16,296	....	....
Winchester and Potomac	300,000	150,000	86,608	536,608	583,826	32.00	16,436	52,405	2,533	71,374	57,306	14,068	....	....
Richmond, Fredericksb. & Potomac	734,559	360,000	101,631	1,196,190	1,169,353	60.00	107,993	50,812	16,814	175,619	152,549	23,070	....	....
City Point	126,610	50,000	43,939	220,549	190,250	10.00	4,478	10,382	.....	14,860	10,668	4,192	....	....
Louisa	404,950	.....	280	405,230	405,225	49.16	13,000	10,000	1,308	24,308	4,859	19,499	8,613	3
Greenesville and Roanoke	200,000	35,293	21,404	256,697	269,154	18.00	21,936	6,956	1,252	30,144	20,131	10,013	....	....
Richmond and Petersburg	493,534	204,667	26,072	724,273	778,218	22.15	43,145	17,755	7,389	68,289	36,194	32,095	....	....
Total	3,656,803	1,149,206	399,443	5,206,206	5,490,105	348.81	298,697	331,950	57,012	682,659	490,461	192,198	41,778	....
1841.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	51,249	1,595	52,844	32,286	20,558	21,000	14
Petersburg	605,500	200,000	55,393	860,893	842,439	62.00	43,976	115,261	14,948	174,185	96,398	77,787	42,385	7
Portsmouth and Roanoke	641,650	150,000	113,604	905,254	1,224,408	78.50	36,425	21,401	6,640	64,466	52,395	12,071	....	....
Winchester and Potomac	300,000	150,000	97,194	547,194	590,294	32.00	15,279	43,244	3,505	62,028	62,028	.....	....	....
Richmond, Fredericksb. & Potomac	745,000	390,000	165,589	1,300,589	1,259,985	60.00	122,924	46,007	16,936	185,867	126,125	59,742	....	....
City Point	126,738	50,000	45,308	222,046	190,924	10.00	5,115	13,628	526	19,269	12,688	6,581	....	....
Louisa	407,340	.....	.....	407,340	407,340	49.16	16,000	10,500	1,676	28,176	6,510	21,666	18,326	4½
Greenesville and Roanoke	200,000	34,317	10,938	245,255	269,154	18.00	35,619	6,704	1,000	43,313	28,125	15,198	....	....
Richmond and Petersburg	494,274	204,667	16,138	715,079	783,082	22.15	48,655	21,797	5,628	71,080	43,266	27,814	....	....
Total	3,670,502	1,178,984	504,164	5,353,650	5,717,626	343.81	318,993	329,781	52,454	701,228	459,811	241,417	81,711	....
1842.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	40,820	1,272	42,092	29,966	12,126	13,500	9
Petersburg	605,500	197,000	92,320	894,730	868,742	62.00	36,712	83,683	14,948	135,343	78,050	57,293	....	....
Portsmouth and Roanoke	641,650	150,000	151,185	942,835	1,241,782	78.50	30,916	28,851	6,640	66,407	60,403	6,004	....	....
Winchester and Potomac	300,000	150,000	110,956	560,956	596,337	32.00	16,200	39,765	1,552	57,517	57,517	....	....	....
Richmond, Fredericksb. & Potomac	794,357	390,000	168,657	1,353,014	1,387,525	75.00	93,719	45,922	17,376	157,017	80,147	76,870	....	....
City Point	126,738	50,000	56,019	232,757	191,640	10.00	4,615	11,084	919	16,618	11,257	5,361	....	....
Louisa	407,475	.....	.....	407,475	407,475	49.16	18,248	7,807	1,784	22,839	10,930	11,909	....	....
Greenesville and Roanoke	200,000	32,017	6,757	238,774	269,154	18.00	28,580	6,513	845	35,938	26,550	9,388	....	....
Richmond and Petersburg	494,274	204,667	41,138	740,079	789,306	22.15	40,811	20,007	5,813	66,131	43,190	22,941	....	....
Total	3,719,994	1,173,684	626,942	5,520,620	5,901,961	358.81	264,301	284,452	51,149	599,902	398,010	201,892	13,500	....
1843.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	35,931	1,827	37,758	25,513	12,245	9,000	6
Petersburg	769,000	81,571	83,541	934,112	948,574	62.00	36,391	66,338	15,000	117,729	62,208	55,526	....	....
Portsmouth and Roanoke (3¼ mos.)	641,650	150,000	154,416	946,066	1,850,573	78.50	26,901	16,883	6,890	50,763	45,222	5,541	....	....
Winchester and Potomac	300,000	150,000	111,445	561,445	599,969	32.00	14,500	40 264	1,431	56,195	56,195	....	....	....
Richmond, Fredericksb. & Potomac	820,448	462,300	60,781	1,343,479	1,421,600	75.00	100,866	43,718	17,022	161,606	79,921	81,685	....	....
City Point	129,868	50,000	74,991	254,859	196,284	10.00	3,594	12,119	726	16,439	13,205	3,234	....	....
Louisa	408,520	.....	.....	408,520	408,520	49.16	11,410	9,476	1,695	22,581	15,499	7,082	....	....
Greenesville and Roanoke	200,000	27,992	28,261	256,253	269,154	18.00	23,209	5,094	846	29,149	21,572	7,577	....	....
Richmond and Petersburg	494,274	204,667	45,644	744,585	793,012	22.15	28,462	19,917	5,489	53,868	43,609	10,259	....	....
Total	3,913,760	1,126,530	559,029	5,599,319	6,137,636	358.81	245,333	249,739	51,016	546,088	362,939	188,149	9,000	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,789	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140½
31 Dec. '59	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,584,623	120.0	.....	289,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	980,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,895	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	.....	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	.....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	41
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	...	...	.....	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,196	—	6	.....
								FLORIDA.													
— — '59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	896,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
— — '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	112
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by		State.		138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
— — —	220.0	—	.....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	.....	83½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	64
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	71½
— — '57	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	78½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
— — —	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,238,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	19	21	278		Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
— — '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
— — '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	8,000,000	288.0	.....	645,827	371,402	—	.....
— — '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,856	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
— — '59	65.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	30.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26.0	00.	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
— — '59	13.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	13.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
— — —	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	382,922	58,744	50,384	99 ,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 381	*	—	151,833	441,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	—
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75 0 0	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	298,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	76
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,283	850,343	251,698	2,260,000	5,578,800	1756,641	9,007,605	218.0	.....	929,527	340,515	—	20½
								MASSACHUSETTS.													
30 Nov. 59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	114
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	371,525	7	110
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	'79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,222	4½	88
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,152	343,915	—	84½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	102½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,559	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,516	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,863	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,200	87.3	410,591	646,755	306,41[illegible]	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	—
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,38[illegible]	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,395	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,46[illegible]	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatonic.	31,498	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,233	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,31[illegible]	—	18½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,968	830,148	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,023	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	68
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,275	—	18
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,890	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,327	—	—
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,502	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	.....	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	96.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	62.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,460	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	100
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	56
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	—
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	133
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435.655	.....	60.2	.....	152.155	66,453	—	—
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	—
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	—
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	58,582	.....	—	—	15,244	3,268	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	396,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	56½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	122
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	86½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	30½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,353	358,792	—	16½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,920	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '58	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,643,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	76
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	95½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	12
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,104	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	35½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	49
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,967	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	841,591	8	89
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,406,917	1,764,220	13,202,262	196.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	3,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	91½
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,287	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	...	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	...	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,816	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,478	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	79½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norristo'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,787,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	41½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	125
31 Oct. '59	98.0	6.0	.....	—	31	90	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	870,078	8,468,513	—	11 mos.	1,086,168	427 [illegible]	—	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	.....	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,547	17,269,419	467.5	1,859,031	1,965,988	674,655	.....	4
30 Sep. '59	31.0	—	11.0	.....	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	.....	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,145,920	.....	.....	191,970	96,308	.....	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	.....	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	.....	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	.....	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	.....	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	.....	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,128	44,666	.....	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	.....	.....
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	.....	.....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	.....	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	276 000	240,000	171,960	.....	50.0	31,300	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	.....	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	.....	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	.....	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	.....	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	.....	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	.....	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	.....	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	.....	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	.....	.....
30 Sep. '59	103.5	.....	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	.....	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	.....	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	.....	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	.....	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	.....	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	.....	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,464	.....	.....	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	.....	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	.....	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	.....	11
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	.....	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	.....	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	.....	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	.....	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	.....	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	.....	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	88
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	.....	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254.530	.....	.....	.....	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	.....	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	.....	.....
— — '59	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	.....	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	.....	.....
								NEW GRANADA.													
31 Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	0	—	4,978,000	3,457,000	—	8,020,000	48.7	.....	1,935,444	1,360,140	15	1914

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	-------	----
Mortgage	109,500	---	-------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	62½
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	-------	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	-------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	-------	----
Camd. and Amb. R.R. Co.	244,000	6	-------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	-------	----
4th Mortgage Coupons	200,000	7	-------	----
Sinking Fund	200,000	6	-------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅞ in '59, ⅞ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	-------	----
Burlington and Missouri :				
1st Mort. on 1st Division	[590,000	---	-------	70
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	58
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	-------	----
2d Mortgage	1,000,000	7	-------	----
Cheshire :				
Mort. ('1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	-------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	392,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	-------	†	-------	----
2d Mortgage	-------	†	-------	----
3d Mortgage	-------	†	-------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	-------	----
Income	62,000	---	-------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	---	-------	80
1st Mortgage	3,600,000	---	-------	60
2d Mortgage	2,000,000	---	-------	34½
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	100
2d Mortgage	950,000	---	1880	8
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	-------	----
2d Mortgage	574,000	---	-------	----
3d Mortgage	158,000	---	-------	----
Income	250,500	---	-------	----
Tunnel Right	1,000,000	---	-------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	-------	----
2d Mortgage	469,000	---	-------	----
3d Mortgage	38,800	---	-------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	92
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	65
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	-------	----
Income	118,000	---	-------	----
Dividend Bonds and Scrip	491,825	---	-------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	79
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**	-------	---	-------	----
***Columbus, Piqua and Indiana :**	-------	---	-------	----
	-------	---	-------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	-------	----
Cumberland Valley :				
1st Mortgage	116,500	---	-------	----
2d Mortgage	97,000	---	-------	----
Dauphin and Susquehanna :				
	-------	†	-------	----
	-------	†	-------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	-------	----
2d Mortgage	2,200,000	8	-------	----
Dayton and Western :				
1st Mortgage	300,000	7	-------	50
2d Mortgage	-------	7	-------	45
Delaware :				
1st Mortgage	500,000	---	-------	----
Guarantied	65,000	---	-------	----
State Loan	170,000	---	-------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	-------	----
Dubuque and Pacific :				
New Construction	800,000		-------	----
Dubuque Western :				
1st Mortgage	344,000	†	-------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	-------	----
Endorsed by State of Tennessee	150,000	---	-------	----
Mortgage (ordinary)	790,688	---	-------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	-------	----
Endorsed by State of Tennes.	200,000	---	-------	----
1st Mortgage (after State)	100,000	---	-------	----
Redeemable in Stock	66,980	---	-------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	-------	----
Evansville and Crawfordsville :				
	-------	---	-------	----
	-------	---	-------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	-------	7	1891	----
Free Land, 2d Mortgage	-------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	-------	----
2d Mortgage	180,000	---	-------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	94
Galvest'n, Houst. and Henders'n :				
	-------	---	-------	----
	-------	---	-------	----
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	-------	----
1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7	-------	----
Old Sang. and Morg. Railroad	41,000	---	-------	----
2d Mortgage	323,000	---	-------	----
Chattel (Equipment) Mortgage	374,426	---	-------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	-------	----
	-------	---	-------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	-------	----
Land Security	5,000,000	7	1881	72
2d Mortgage (convertible)	757,000	7	-------	----
Plain	11,000	7	-------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill :				
	-------	---	-------	----
	-------	---	-------	----
	-------	---	-------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	-------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	85
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	93½
Construction	4,115,000	6	1875	93½
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	85
2d Mortgage	284,500	10	-------	87
Income	281,500	10	-------	75
Indianapolis and Cincinnati :				
1st Mortgage	800,000	7	1866	85
2d Mortgage	400,000	7	-------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	-------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	-------	----
Income	27,000	7	-------	----
Domestic	34,200	7	-------	----
Jeffersonville :				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	-------	----
1st Mortgage	260,000	7	-------	----
2d Mortgage (convertible)	1,000,000	7	-------	----
3d Mortgage	600,000	7	-------	----
Guarantied by Covington	200,000	6	-------	----
Cincinnati (exchanged)	100,000	6	-------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
	-------	---	-------	----
	-------	---	-------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	-------	----
City of Keokuk, (special tax)	150,000	10†	-------	----
Lee County, 20 years	150,000	8	-------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	-------	----
City of Keokuk	200,000	8	-------	----
Henry and Louisa Company's	50,000	8	-------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	-------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	19
2d Land Grant (Western Div.)	353,600	†	------	19
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1853	86
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	--
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	95
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	60
2d Mortgage	2,175,000	†	1877	59
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	65
1st Mortgage (convertible)	650,000	8†	1863	65
1st Mortgage (convertible)	1,250,000	8†	1877	66
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	876,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	97½
Premium Consolidated Stock	8,000,000	6	1883	97†
Real Estate	221,000	6	1883	97½
New Convertible	3,000,000	7	1864	103½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	104½
2d Mortgage	4,000,000	7	1859	99½
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	85
5th Mortgage	1,277,000	7	1883	83
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	66
Sinking Fund	2,193,000	7	1875	63
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	98
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¾
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	83
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1860	----
Richmond and Burlington:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	866,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	82
2d Mortgage (convertible)	2,000,000	7†	'68–'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Oct. 31, 1860.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1874	103¾	----	----	----	----	102¼
U. S. 5s, 1865	102½	----	----	----	----	----
STATE STOCKS:—						
California 7s	92	92	92½	92	93	92½
Georgia 6s	----	----	----	----	----	----
Illinois 6s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	76½	75	76	76	77	77
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	90½	----	96	----	----	----
Ohio 6s, 1860	101½	----	----	----	----	106
Tennessee 6s, 1890	90	89	89	88	88	87½
Virginia 6s	90	89	88	87½	87½	85
RAILROAD SHARES:—						
Chicago, Burl. and Q.	80	80	79	84	83¼	83¼
Chicago and Rock Isl.	66	60	61	64	65	65½
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	18½	----	12	12	----	12
Clev. and Toledo	35	31	32	35	36	35
Del., Lack. and West.	----	79	----	----	----	----
Galena and Chicago	72	68	68	70	71	72½
Hudson River	57	55	57	58½	58½	59½
Illinois Central (scrip)	76	71	71½	72	73	74
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	62½	60½	60	62	63	63½
M. S. and N. I. guar'd,	40	37	35½	36½	37½	38½
M. S. and N. I.	18	15½	15½	16	17½	18
Milwaukee and Miss.	----	12	----	----	----	11
New Jersey Central	----	----	----	----	----	----
New York Central	83	81	81½	82	83	83½
New York and Erie	33	30	27½	29	30	30½
N. York and Harlem	17	16	15½	16½	17½	18
N. Y. and H. "pref."	43	40	38	40	41½	42
Panama	121	121	120	122	----	----
Phila. and Reading	44½	42	41½	41½	43	42
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	55	55	54	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	97	----
" 2 M. 8 p.c. '75	----	----	----	----	95	----
Hann. & St. J. 1 M. 8s	----	----	----	----	66	----
Hudson R. 1 M. 7 p.c. '69	106½	106½	----	106½	106½	106½
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	92	92
Illinois Centr. 7 p.c. '75	95	94	94	94	94	95½
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	----	75	----
" " 2 M.	----	----	----	----	46	46
Mich. Cen. S. F. 8 p.c. '82	97½	----	97½	97½	97	97
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	85
" " 2d M.	59	56	----	----	60	59½
" " S. F.	----	79	----	77	----	78
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	103½	----	97½
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	106½	----	----	----	----	----
" 2 M. 7 p.c. '59	----	----	----	----	99½	99½
" 3 M. 7 p.c. '71	----	----	----	----	92	93
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	98	----	99½	99
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	----	----	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	----	----	----	101	100½	100¾
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	112	112	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	23½	24	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	10	10	10	10½	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	95	94	----	----	----	----
Cumberland Coal Co.	10½	10½	----	----	----	----
Penn'a Coal Co.	82½	82	----	----	----	82
Pacific Mail S. S. Co.	92	----	----	92	92	93
Canton	----	17½	17	----	----	16½
Brooklyn Water W's	----	----	104	103	----	----

The following are the closing prices in the London Market on the 3d October:

United States 5 p. c. red. '74	93¼	to	93¾
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	88	to	90
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	72	to	77
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage (sinking fund), 1882	91	to	93
Do. $100 shares	62	to	64
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	72	to	74
Do. $100 shares	20	to	25
New York Central, 6 per cent. (sinking fund) 1883	89	to	91
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	93	to	95
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	79	to	81
Do. Bonds, 1862, '71, '75 do.	65	to	67
Do. Shares, assented	36	to	37
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	38	to	40
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	29

American Railroad Journal.

Saturday, November 3, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

How to Invest in Railroads.

With railroads, as with individuals, the characteristics they possess are certain to display themselves, a sufficient time being allowed. The work we have just published, the HISTORY OF RAILROADS AND CANALS OF THE UNITED STATES, gives among other things, the cost, receipts from all sources, current expenses, net earnings and dividends, with the rate, of all the roads from the opening of each to the present time. The aggregate results for 10, 15 or 20 years will give very accurately the value of the route, and the character of its management. The shortest period named is sufficiently long to bring to light all mistakes, however produced; all concealments that may have been practised; and to have secured reforms where they may have been needed or can be effected. The result for such a period may be taken as the measure of value, on the whole, of the investment.

We have in this country a great many roads that can bear the severest application of the required test. Take the Boston and Worcester for example. This road was opened in 1835. Since that year, the company have never failed in its half-yearly dividends, which have never equalled *less* than 3 per cent., and have averaged 3½ per cent. semi-annually. In the mean time the road has earned a large surplus, which has been expended in improvements, and in retiring the debts of the company. Under such circumstances, a person living at a distance has a right to infer: 1st that the road has a good route, not injuriously affected by competing lines; 2d that it has been well managed; and, 3d that there is a good de-

gree of probability that the future of the company will be like the past.

It would be equally pertinent to take the case of roads that seem to be rolling in money one year, and have not a cent for any object the next—whose whole experience consist in violent alternations between a plethora at one time, and poverty at another. The average result for a period of ten years in such a case may be safely taken as that for the next ten, no matter what fine stories may be told, and however inimminent an *accidental* dividend, excessive in amount may appear to be. There is an universal proneness to believe that which we desire is certain to happen, and to paint the future of a road as a course of uninterrupted prosperity, simply because we wish it to be such; and to take the largest accidental dividend that may have been made, though years may have elapsed since its payment, as the annual or semi-annual rate for the future. It is this mode of reasoning that keeps up prices when little or nothing will ever be realized in the shape of dividends.

We have supplied the means of taking all such nonsence out of the public mind, all that is wanted is to be no wiser for the future than the past will warrant, and the past of each road we have given.

Politics and the Share Market.

The present condition of matters in our monetary and business circles is most extraordinary, and can only be explained and understood by reference to the national characteristics or habits of our people, and to the experience which we have gained of ourselves which leads us to put estimates upon our actions and their effects far different from those that foreigners would be likely to form.

The present panic expends its force upon railway shares, the value of which would be affected less than many other kinds of security by the event which is held up *in terrorem* over the market—the dissolution of the Union. The railroads, the shares of which are upon this market, are far removed from the scenes where any disturbance is possible. Their traffic cannot be appreciably affected in the event of the threatened catastrophe. Take the New York Central, New York and Erie, Harlem, and Hudson River. The traffic of these roads can hardly be lessened by any probable political event. Still their shares yield to the storm, as if it expended its full force on them alone.

Now if dissolution were regarded as possible in any contingency, would not such an apprehension tend to destroy the credit of the Government altogther? Suppose the people of England were to separate in a quarrel, and divide that country into two distinct nationalities. Would not the public debt of that country fall to prices merely nominal? Would not the well grounded apprehension of such an event produce a result somewhat similar, differing only in degree? Suppose the Chancellor of the Exchequer were to traverse that country visiting its leading towns and declare himself in favor of its separation into two different kingdoms, occupying hostile attitudes toward each other, and threatening in a certain event, though happening with all the forms of law and precedent, to cast his influence with one of the factions and do all he could to break up the existing government. What would be thought of such a proceeding? Were he backed by a large and influential party, would not such a course, not only unchecked, but permitted by the sovereign, produce a panic throughout the country, of which history does not furnish a parallel, because there have been no civil wars in the leading countries of the old world or the new, since science and art have so vastly increased the wealth and complicated the relations of society? Yet all this is done in the United States, without casting a shade upon their public credit, and without producing any stringency in the money markets of the great business centres. Amid all the clamor and threats that are so freely made, the most profound confidence in the permanence and stability of government seems to prevail, and in the continued easy condition of the money market. We suppose, notwithstanding, that property is the same sensitive thing here as elsewhere—the first to take alarm at the slightest cloud in the horizon.

All this must be very puzzling to foreigners, as it would be to ourselves, were we not so accustomed to big talk and to gasconade, that we really pay no attention to it. As anything like dissolution of the Union is regarded as such an unmitigated evil, no one believes it possible. The feeling is that the interest of our people will really control their action, and that anything prejudicial to it is sure to be avoided.

With regard to the ties that hold the States together, we have those of race, similarity of language, religion and history. These are natural ties, but we think that these have much less strength in this country than any other. The only one to be relied on is that of *interest*. The government, in its present hands at least, is a cypher. It does not attempt even to check the language of its officials, who are constant in their threats for its subversion. In this country, the action of government upon the personal liberty of the individual is scarcely felt. Its imbecility, if it may be termed such, in these matters, is pretty much in accordance with the notions of our people: still, even among ourselves it is felt that there is something due to self-respect and to official dignity, and that the functions of government should not be shared with a faction who seek to overthrow it. There is no doubt that the tone of the present administration falls far below the standard demanded by the country, both North and South.

With regard to the future we will predict nothing; but certainly, judging from the steadiness which everywhere prevails, except in railway shares, little apprehension is felt. The violent fluctuations in these is clearly referable to the disasters of 1857, which almost entirely destroyed confidence in this class of securities.

The recent advance in prices was based upon hopes for the future, rather than any well grounded conviction as to their substantial value. Nothing has occurred in the earnings or condition of our railroads to weaken the expectations of a better state of things. Our railroads were never doing better than at the present moment. But more time is required to demonstrate the reality of the apparent improvement. Till then we must expect to see railroad shares the most sensitive thing in the market.

Foreigners naturally make a great mistake in the notions they form of this country, in supposing that the General Government reflects the interests, character, ideas and habits of our people. Nothing could be wider of the mark. The Federal Government is one almost without any useful function. It neither constructs our highways, nor educates the people, nor administers justice, (except within a limited sphere), nor maintains the peace and order of society. It bears hardly any relations to the daily experiences of life. It is felt that the few duties it assumes, such as the transportation of the mails, would be much better performed by individual enterprise. As our people are entirely engrossed in peaceful pursuits, the best administration is one that leaves them entirely free. This fact is often but poorly understood. No administration is content with the performance of a merely passive *role*. Each wishes to distinguishes itself by some line of policy, or by the performance of some decisive action, calculated, as it believes, to make its mark in history. Meeting no response from the people, these grand schemes fall to the ground, giving to the Government every appearance of fickleness and instability. On the other hand society is more stable in this country than any other, because in each State it is felt that there is no legal grievance to be redressed. Another cause of stability is the great uniformity in the distribution of property. All these things must be taken into consideration in forming conclusions for our future, and should far outweigh the noise and declamation of excited politicians.

Interest and Dividends.

The Receiver of the New York and Erie Railroad is paying the November interest due on the Firt Mortgage Bonds of the company. The Chicago, Burlington and Quincy Railroad Company have declared a semi-annual dividend of 5 per cent., payable on the 15th November to holders of stock on the 31st ult. The net earnings of the road for the 6 months was 7¼ per cent. The books will be closed from the 1st to the 10th inst. The Concord, N. H., Railroad Company have declared a dividend of $2 per share, payable Nov. 1. The coupons of the Evansville and Crawfordsville Railroad Co., due Nov. 1, will be paid at the office of the Farmers' Loan and Trust Co. The interest coupons in the 1st mortgage bonds, and bonds of 1867 of the Harlem Road, will be paid on the 1st November, at the Treasurer's office. Holders of the bonds of the Mississippi Central Railroad Company will present the coupons due Nov. 1, 1860, to Andrew H. Green, No. 12 Wall street for payment. Holders of conpons of the City of Louisville, issued to the Louisville Water Company, due Nov. 1, 1860, will present them for payment on and after that date, at the Bank of America. The semi annual interest due 1st Nov. on the third mortgage and convertible bonds of the Hudson River Railroad Company, will be paid at the office of the company. The coupons due Nov. 1 on the sinking fund bonds of the Toledo and Wabash Railroad Company, will be paid at the company's office, No. 54 Exchange Place.

The Engineer.

It is due to our many friends, who have so liberally encouraged our enterprise, to state that the progress of THE ENGINEER has been one of uninterrupted success. It has everywhere met with the most flattering reception, and our only wish is that it shall deserve the praise it receives. —*The Engineer.*

STRATTON & CO.,

COMMISSION MERCHANTS,

No. 1 PINE STREET, N. Y.

AGENTS FOR

Bauman & Co.'s Poco Metallic Paint.

FOR WOOD PAINTING.—It retains a beautiful lustre; kills knots and will protect it under any circumstances. It covers 6,000 square feet per hundred pounds, and will neither fade, blister, or wash, and a better fireproof than any other Paint, for it will stand a heat that will melt lead. It is proof against sea, air and storms.

Refer to JOHN LEISENRING, Sup't and Eng'r, Lehigh Coal and Navigation Co., Mauch Chunk, Pa.

FOR BRICK AND PLASTER.—It makes all the fanciful stone colors, and will cover 4,000 square feet per 100 pounds. When laid out in blocks, it is truly beautiful.

Refer to SEMPLE & BROTHER, Easton, Pa.

FOR SHIP AND BOAT PAINTING.—It hardens under water to the hardness of Iron, preventing the ravages of the wood-worm effectually. On deck it is impervious to water, expands and contracts with heat and cold, and we warrant it on the forecastle six months.

Refer to CAPTAIN MASON, Schooner 'Adolph Ugel,' Philadelphia.

FOR RAILROADS.—It preserves Bridges and Ties from dry or wet rot and freight cars from burning and leaking.

Refer to R. H. SAYER, Sup't and Eng'r, WM. KELLOG, Master of Repairs, Lehigh Valley Railroad, Bethlehem, Pa.
A. G. BRODHEAD, Sup't and Eng'r, Beaver Meadows R. R., Mauch Chunk, Pa.

FOR ROOFING.—It covers 8,000 feet per 100 pounds, and may be used in the rain, as it never runs.

Refer to M. CULLOUGH & CO., HENRY BUCKWALTER, Philadelphia.

FOR IRON.—It will stand 300 deg. Fah. and gives satisfaction to all the Iron men in Philadelphia, on gas holders, steam boilers, Iron fronts and ornamental iron. It is equal to Red Lead, for steam and hot water joints.

Refer to J. W. and J. F. STARR, Camden, N. J., MORRIS, TASKER & CO., MERRICK & SONS, Philadelphia.

FOR IRON FOUNDERS' PATTERNS.—Five parts by weight of it to one of gum shellac dissolved in alcohol, will make a covering more impervious to the damp sand or loam than shellac alone of equal consistency.

Refer to THE NOVELTY IRON WORKS, New York.

FOR STAINING.—Oak, Mahogany, Rosewood and Walnut Stains for Furniture, we warrant it equal to Turkish Umber. Its natural colors are Umber, Brown, Lake, Olive and Lead color, which may be combined in endless variety. We hope soon to have other colors much lighter.

ANALYSIS.

DENNIS BAUMAN & CO.,
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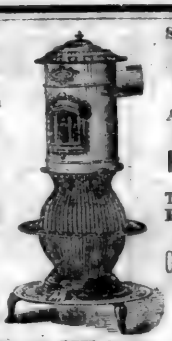
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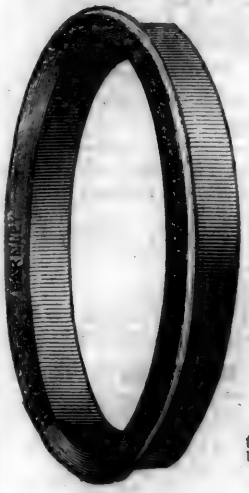
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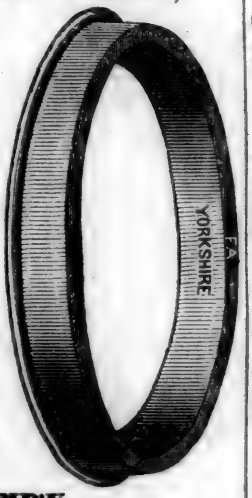
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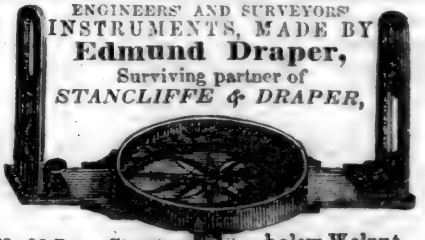
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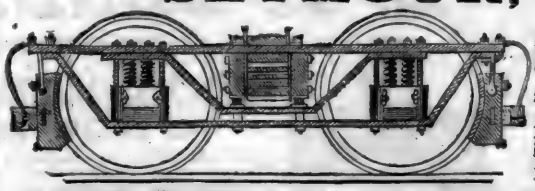
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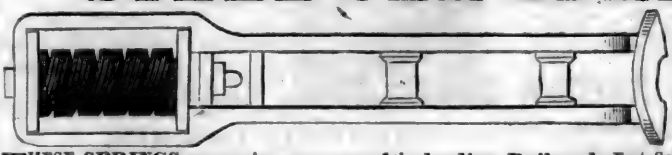
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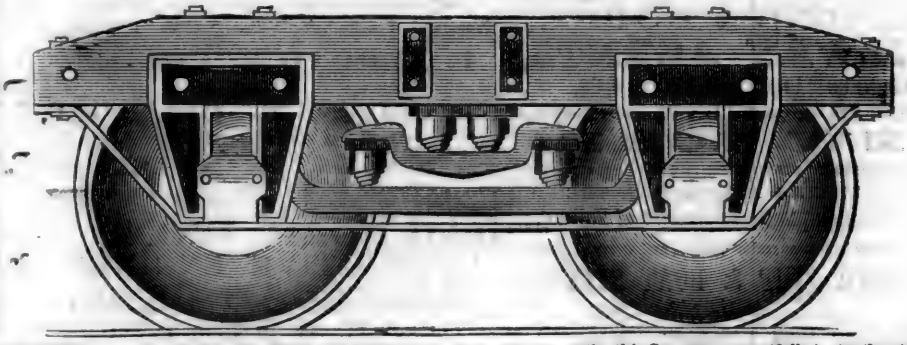
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AMERICAN RAILROAD JOURNAL.

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PRINCIPAL CONTENTS.

Mineral Resources of North Carolina, Deep River Improvements..... 989
Baltimore and Ohio Railroad..... 990
Iron Trade of Pennsylvania and the U. S.... 991
James River and Kanawha Canal..... 992
Finances of Georgia..... 993
Corporations: Rights of Stockholders..... 993
Philadelphia City Passenger Railroads..... 994
Columbus, San Antonio and Rio Grande R.R. 994
Boston and Maine Railroad..... 995
Duties on Railroad Iron..... 995
Buffalo, Bradford and Pittsburg Railroad... 995
Railways in Switzerland..... 996
Railroads of Virginia..... 997
Nashville and North-western Railroad.....1004
Chicago and Rock Island Railroad.....1005
Mississippi and Tennessee Railroad.....1005
Vicksburg, Shreveport and Texas Railroad..1006

American Railroad Journal.

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New York, Saturday, November 10, 1860.

Mineral Resources of North Carolina, Deep River Improvements.

The improvement of the navigation of the Deep River was commenced many years ago. It originated with a company of capitalists, who, after expending a large amount of money, were forced to abandon the work, sacrificing what they had already expended. What had already been done was sold at auction, the State becoming the purchaser. In April, 1859, ELLWOOD MORRIS was appointed chief-engineer of the work, and directed to make an accurate survey of its condition, and the cost of putting it in successful operation. This was immediately done—the estimated cost, $89,000, promptly appropriated, and since that time every available resource has been employed to bring it into use.

In the improvement of the navigation, it has been necessary to construct nineteen locks, with of course a corresponding number of levels, for slack-water navigation, varying in length from one to twelve miles. The channel thus created varies in depth from eight to twenty feet, and has a breadth of from five hundred to one thousand feet. The capacity of the locks are sufficient to pass boats of one hundred and twenty-five tons, and the entire navigation is well adapted to the use of tugs and barges.

In anticipation of the probable completion of this improvement, and the facilities it would afford for transporting minerals and mineral products from the basin of the Deep River to the seaboard, so along ago as 1854 some gentlemen turned their attention to the value of the deposits described by Professors OLMSTEAD and EMMONS, and since found to be correctly laid down by Capt. CHARLES WILKES and Chief Engineers MARTIN and HUNT, of the Navy.

In 1858, on a call of the Legislature of this State, Mr. WILLIAM GEMMELL, of Glasgow, Scotland, who had visited the mineral lands, presented to that body a written report of his own personal observations. Mr. GEMMELL is widely known as a practical iron-worker, and had visited the iron deposits for the purpose of comparing them with deposits of a similar character, of which he had experience in his native country.

After briefly describing the country, the extent of the coal and iron formations, the means of access, &c., Mr. GEMMELL adds: "I found the region exceeded in value and importance to the representations made to me." He then sums up the results of notes, as made during the progress of his examination:

FACTS REGARDING THE UNIVERSAL DEPOSITS IN CHATHAM COUNTY, N. C.

1. The coal is of a quality equal to the best Newcastle, and the best for making gas, for which purpose it would bring in New York from $6 to $7 a ton.

2. It is very easy to work and free of faults.

3. It is admirably suitable for smelting iron, being free from sulphur.

4. Blackband iron ore overlies and underlies the coal, and can be mined from the same pits and openings.

5. The Blackband is in deposits eighteen inches and six feet thick, and of a better quality than any found in Scotland, containing such a large proportion of bitumen, and of so peculiar a character, that from twelve to sixteen gallons of Kerosene Oil can be extracted from it while it is being calcined, to fit it for the blast furnace. Six to sixteen inches is the usual thickness of the blackband iron ore in Scotland.

6. Hematite iron ore, clayband, and also magnetic iron ores, are in enormous deposits within ten miles of the Blackband and Coal.

7. Pig iron can be made from the above deposits of a quality superior to any made in Scotland, in any quantity, and at a price less than in Scotland; the proximity of the minerals to each other more than compensating for the higher wages paid for mining.

8. The Deep River flows through the region, and its products can be conveyed to the seaboard from $1 to $1 10 per ton.

9. The lands can be procured at prices not much higher than agricultural lands, and every acre of the mineral land is, I consider, worth ten acres of the "Big Vein" coal lands in Cumberland. It may be called a virgin region.

Being requested by the Committee of the Legislature to give them at length his opinions as to the practicability of working the minerals he had described, so profitably as to indue capitalists to embark in the enterprise, and by the products of the mines pay a revenue to the State, in the form of tolls on the river improvements, Mr. GEMMELL addressed a second letter to the Legislature, in which he was at some pains to present not only his conclusions, but to detail the facts which had led him to his conclusions. Omitting the arguments, I copy the estimates he presented:

MANUFACTURE OF PIG IRON.

"I confine myself," says Mr. GEMMELL, "exclusively to the manufacture of pig iron, and from my knowledge of the manufacture of it in Scotland, I speak with confidence of the cost of its production from similar materials I saw around me in my tour of inspection.

It will take 4 tons of blackband ore (raw) to make 1 ton of pig, at a cost of say 60 cents per ton	$2 40
It will take 2¼ tons of coal to melt, heat the heaters, and fire the engines, say at 60 cents per ton	1 35
Limestone, for flux, say 10 cwt. at $3 per ton.	1 50
Labor at furnaces, engine, &c., (50 per cent. more than in Scotland)	2 00
Incidental charges, wear and tear, interest, salaries, &c.	1 25
The pig-iron would not cost over, per ton	$8 50

Furnaces erected on Scotch principle are capable of each making 200 tons per week; this is the usual make of Scotch furnaces with the latest improvements to make iron from blackband ore, and it far exceeds in quantity the produce of any furnaces on this Continent, and also the produce of furnaces in other parts of Europe, where they are not blessed with the blackband.

The consequence is that Scotch pig iron costs less than any produced in the world. But in Chatham County, the proximity of the coal to the ore is more favorable than in Scotland; and there a lordship is paid for the coal, of 6d. to 1s. per ton., (12 to 24 cents,) and for the blackband a lordship varying from 2s. 6d. to 7s. 6d. sterling per calcined ton. These two facts far more than counterbalance the extra price that will be paid for white labor, and therefore pig iron can be made cheaper in Chatham County than in Scotland.

To manufacture pig into railroad, or merchant bars, costs with us, (in Scotland,) including profit

to manufacturer, about, in round numbers, double the price of the pig—that is to say, if a manufacturer pays 60s. per ton for his pig, he can afford to sell his bars, with a handsome profit, at £6 per ton, provided he does not pay more than 4s. to 4s. 6d. per ton for his coal. In Chatham County the coals can be mined for sixty cents per ton, and bars can therefore, in my opinion, be made much cheaper there than in Scotland.

For reasons I stated to you verbally, I would not choose to identify myself with any other branch of iron manufacture than pig, although all the other branches which will grow out of the supply of pig iron—such as bars, plates, rods, locomotives, &c.—will hold out most tempting inducements to people from Pennsylvania, &c., to locate themselves with their capital where they will find such *cheap* and good iron and coal. Then the command of cheap pig will attract founders to the region for manufacture of pipe and other castings. In Glasgow a founder does a good business if he pays 60s. for his pig, and gets 85s. for his large pipes. Brooklyn is using, just now, 30,000 tons of water pipes, for which the corporation pays about $41 per ton. These could have been made in North Carolina at $8 per ton for the iron, and $6 to $7 per ton for casting—say $15 per ton."

These, it will be recollected, are estimates made from close observation some time ago. Since they were presented to the Legislature, extensive works have been erected, and the business of manufacturing iron and oil, and mining coal for market, is being extensively prosecuted by several companies, prominent among which, for the extent of its operations and the capital invested, is "The Cape Fear and Deep River Coal and Iron Company."

I made a careful examination of all the works, and shall at an early day forward you the results which I obtained. They will be curious as showing the enterprise which has penetrated the interior of our State, and which is beginning to be felt in every branch of our home industry. They will be more curious in another respect—that they show Mr. GEMMELL's estimates to have been far below the actual facts—the cost of producing and the extent of the products being so much below and so much above his figures as to tempt the belief that he was an inexperienced tyro instead of the careful, practical and scientific mechanic he is known to be.—*Raleigh, N. C., Cor. of the N. Y. Times.*

Baltimore and Ohio Railroad Extra Dividend Question.

OPINION OF HON. JUDGE GILES.

William E. Pearce and Charles Sinnickson vs. *The Baltimore and Ohio Railroad Company.*—In the Circuit Court of the United States (Oct. 11) for the District of Maryland, in Equity.—Bill for an injunction to restrain the Company from paying the extra dividend declared December 17th, 1856.

The bill states that the complainants, one of whom is a citizen af New York and the other of Pennsylvania, are the holders and owners of twenty-two shares of the capital stock of the Baltimore and Ohio Railroad Company.

The defendant was incorporated by the act of the General Assembly of Maryland, passed at December session, 1826, ch. 123, and that by the 19th section of said act of incorporation, the President and Directors of said company were authorized annually or semi-annually to declare and make such dividends as they might deem proper of the net earnings arising from the resources of the said company, after deducting the necessary current and probable contingent expenses.

That defendent was incorporated to make a railroad from the city of Baltimore to the Ohio river; that said company constructed a road, for the most part by a single track to the said river, to which place it was opened in April, 1853.

That the capital originally authorized by the act of incorporation, and that authorized and provided by its supplements, proved wholly insufficient for the construction, &c., of said road; and that the said company did from time to time, prior to the 17th of December, 1856, lawfully use and apply the receipts and revenues of said road as it progressed, to the further construction thereof, and keeping the same in repair, and that in addition, the company was compelled to borrow large sums of money, amounting in the whole to more than ten millions of dollars, which they expended in the construction and equipment of said road, and in keeping the same in repair, and for the payment of which the revenues, receipts, property and credits of said company stand pledged. The bill further charges that, notwithstanding all this, the President and Directors of said company, pretending that there were at the time large sums due by the said company to their stockholders as net earnings accruing through many years, and not already divided, but used for the corporate purposes of said company, did, on the 17th December, 1856, at a meeting of said President and Directors, adopt the following resolutions, to wit:

"*Resolved*, That an extra dividend of thirty per cent. be declared on the stock of the company, to be paid on or after the 12th day of January next, to all stockholders owning stock on the 22 day of December, 1856, in certificates of indebtedness, bearing an interest from the 1st day of June, 1857, of six per cent. per annum, payable half-yearly, on the 1st days of December and June in each year, until the 1st day of June, 1862, inclusive, after which the said certificates of indebtedness shall be converted into the stock of the company at par."

The bill further charges that there was not, at that time, any such amount of net revenue properly divisible among the stockholders, but that said pretended amount was made up, by omitting to charge against the revenue large sums of money laid out and expended in the reconstruction and repair of said road, and absorbed in commissions and expenses incurred in the sale of the company's bonds, and also by embracing in said amount of pretended profits charges for the transportation of iron and other materials used by the said company over their own road, and also by estimating amongst its assets various sums of money let by said company to corporations and individuals wholly unable to pay the same.

The bill further charges that, in fact, there was no agreement between the said company and its stockholders in relation to the net earnings, so used from time to time by said company, which justified or rendered valid the declaration of said dividend of 30 per cent.

The bill further charges that said resolution of the 17th December, 1856, was not passed by the said Board of Directors in conformity to the charter of said company; but that the twelve stockholder directors held a private meeting before the passage of said resolution, and agreed that upon the question of said extra dividend they should vote as the majority of said twelve directors should decide, and that any one not consenting to this should resign—and that by this measure, the said resolution of the 17th December, 1856, was passed; and it could not have been passed if each director had been left to vote on it according to the dictates of his own judgment. The bill then refers to the various bills heretofore filed against the said company in the Circuit Court for the city of Baltimore and one in this Court, in reference to said extra dividend, in which it charges that the company filed answers denying the validity of said dividend, and insisting that the same was made under a mistake and without warrant of law. And that notwithstanding said admissions and defenses so set up and relied upon, the said Board of Directors of said company did, in the month of December, 1859, pass certain resolutions instructing the counsel of said compauy to maintain the validity and legality of said dividend. The bill further states that the complainants purchased their stock during the pendency of the litigation in reference to said extra dividend; and the complainants claim to have the right to rely upon the answers of the said company, denying the legality of said dividend. And the bill concludes with a prayer for an injunction and for an account and discovery as to the receipts and expenditures of said company prior to the 17th December, 1856.

The defendant, in the answer filed, admits that the complainants are stockholders for certain shares of stock purchased by them in December, 1859. It states that the capital stock proving insufficient for building the road, they contracted loans from time to time, amounting in all to between ten and eleven millions of dollars—which were exclusively used for the purposes of construction—and that said company has not yet failed to pay the interest and principal of said loans, according to the terms of the same, whenever either became due.

But that further sums became necessary for construction, the said company, instead of effecting additional loans by mortgages upon the property of the corporation, took from time to time the net earnings of the said road; that is, the amount left after deducting from the gross revenue all expenses properly chargeable thereto.

That the amount of the funds thus diverted from the stockholders was at all times known, inasmuch as the account of net earnings had always been kept separate and distinct on the books of the company, and had at no time been confounded with the capital.

That at the time said net earnings were used, it was always the intention of the company, as made known by its acts and the public declarations in official documents of its officers and Board of Directors, to return said net earnings to the stockholders at some future time,

The answer futher states that the company have at different times returned to the stockholders a portion of the net earnings so used in the construction of their said road, some in the shape of stock and scrip, and some partly in cash and partly in scrip. And that course was acquiesced in by the stockholders, and the dividends so declared received by them without objection, except in one case, in which the State of Maryland as a stockholder refused to receive the dividend so declared in 1846, and insisted that the company was bound to pay the State its whole dividend in cash. Suit was brought by the State against the company for the dividend as a cash dividend, and the Court of Appeals, to which tribunal the case was ultimately carried, decided first—that the company had the right to apply the net earnings to the construction of their road; and second, having so appropriated them, intending at the time to return them to the stockholders, there was nothing in the charter which would prohibit the company from refunding the amount thus used by them to the stockholders.

The answer further states that in 1852, after the opening of the road to Wheeling, in the annual report of the President and Directors reference is made to the obligation of the company to return these net earnings to the stockholders, as soon as the condition of the company would justify such action, and that in October, 1856, at a general meeting of the stockholders, it was resolved, without a division, that the President and Directors of said company be requested to make provision for refunding to the stockholders, in such form as they may deem judicious, the said net earnings of the company used and expended on objects of capital.

That on this suggestion, the President and Directors proceeded to ascertain what amount of net earnings had been used for the purposes of construction, and, in the fair and honest exercise of the powers vested in them by their charter, passed the extra dividend resolution of the 17th of December, 1856. That, at the time said extra dividend was declared, the books of the company showed its revenues from all sources from the 22d May, 1830, to 30th September, 1856, were..... $28,991,118

And that there had been expended during the same period, in payment of expenses, including repairs, interest and dividends of all kinds, the sum of..... 23,856,073

Leaving the sum of..... $5,135,045

of net earnings which had been used in construction. That from this sum the company deducted

the sum of $1,008,012, being the amount of debts and subscriptions to stock considered as temporarily unavailable—leaving the sum of $4,127,033—of which amount the extra dividend distributed to the stockholders the sum of $3,000,000—being thirty per cent. on the capital of the company. That at the time said extra dividend was declared, there was more than the amount thereof, not returned in any shape to the stockholders, of net earnings used in the construction of the road, and that it had always been the intention of the company, when it could do so properly, to return the same to the stockholders; and the answer denies the allegations of the bill in reference to the manner of stating the account by which the net earnings were ascertained; and, also, that it was made up by charges for the transportation of materials over the road for the use of this company.

The answer further states that as far back as 1836 the company avowed its intention to return the net profits used in the construction of the road to the stockholders at some future day; and that this intention was shown by the various dividends made since, as well as by the repeated declarations of the President and Directors in their annual reports to the stockholders. The answer further sets forth that the said extra dividend was declared by a majority of the whole Board of Directors, and was legally declared; and denies wholly the statement of the bill in reference to any agreement between the stockholders, controlling their vote on the question of the extra dividend. The answer then states the pendency before the Circuit Court of Baltimore city of the cases of the Mayor and City Council of Baltimore and the State of Maryland against this company, in which the question of the legality of this extra dividend is directly involved and as the cases were instituted before the filing of the bill in this case, the company pleads the same as a bar to any further proceeding of this court in the premises.

It then accounts for the inconsistencies in the several answers filed by the company in the State Courts, by the fact that at one time those in the direction of said company opposed to the extra dividend obtained a majority of said board to unite with them, and so instructed the counsel of the company to file the answers which are now relied upon by the said complainants.

And with the answer are filed four exhibits, giving the facts, of which a discovery was prayed in the bill, showing the items from which the net earnings are ascertained, the votes and proceedings of the board in reference thereto; the loss in the sales of bonds and charges of transportation, &c. Now, it is on this bill, answer and exhibits that this motion for an injunction is heard. * *

What facts are then settled for all the purposes of this motion? That this company, through a series of years, from 1830 to October, 1856, used their net revenue for the purposes of the further construction and stocking of their road, and did so with the intention to return the same to the stockholders when, in the opinion of the President and Directors, the finances of the company would warrant such a step; and that in exhibit A we have the balance sheet from which we are to ascertain the true amount of net revenue; and in the answer and in exhibit B, the evidence of the company's intention to return to the stockholders the net revenue so used. Now, I admit that if the answer and exhibit filed with it are contradictory, we must take the facts to be as the exhibits present them. For the allegations of the answer are general and the exhibits specific and in detail. Then, looking at exhibit A, we find a tabular statement of the *whole revenue* of this company for twenty-seven years, ending 1st of October, 1856, making it for that period $28,961,118; we have also a statement of all the expenses, repairs, interest and dividends during said period, amounting to $23,856,073, which deducted from the gross receipts, leaves a balance of $5,105,045 as net profits. Now from this balance:

The Company, before making the extra dividend, deducted the three items to be found on page 56 of exhibit B, as it considered them at that time unavailable assets—to wit: Loan to Central Ohio Railroad, $400,000; loan to Northwestern Virginia Railroad Company, $573,012, and subscription to the Pittsburg and Connellsville Railroad Company, $35,000—making in all the sum of $1,008,012; which sum, deducted from the aforesaid balance of net profits, leaves the reduced amount of $4,097,033 for a dividend among the stockholders. But the solicitors for the complainants contend that further deductions should be made from this balance of the following items, to wit: Interest due from Central Ohio Railroad Company.... .... $41,371
Sinking fund.... 489,086
Losses on sales of Bonds. 834,123
And charges for Company's own freight.. 87,243

The first item had never been charged in the gross receipts of the said Company, as shown by exhibit A, and, therefore, formed no part of the balance of net profits stated above. The sum advanced to said company was $400,000. And this sum, and this alone, was the proper deduction to be made for that item. The next item is the sinking fund. I am of the opinion that this sum should be deducted, as it is taken from the annual income to provide a fund for the payment of the bonds of the Company when they shall arrive at maturity.

The next item, amounting to the sum of $834,123 04 being the loss on the sale of the bonds which were sold to raise funds for the making of the road, I should think, ought to be charged to construction and not to annual expenses. And the face of the bonds should therefore represent the cost of the work. In the case of the People vs. Michigan Southern and Northern Indiana Railroad, 4 Michigan Reps. 398, this point came before the court. The company was bound by its charter to pay a tax to the State on its capital stock paid in, and also on all loans made to the said Company for the purpose of constructing their road, &c. The Company objected to the tax on several items, one of which was the sum of $183,459 84 discount on loss on the sale of the bonds issued by the Company for loans made for construction. But the court held that the amount of the bonds showed the amount of the loan, and that the loss of discount on the sale of them ought not to be deducted.

The last item of $87,243 ought not, in my opinion, to be deducted, as it formed no part of the gross receipts in tabular statement A. It is just as proper a charge to construction as the cost of the iron and other materials for whose carriage it is charged. But suppose I am wrong in reference to the third item, and that that item should also be deducted, how will the account stand? The net balance, as I have shown, was $4,097,033, from which deduct the sinking fund and the loss on the sale of bonds, and you would still have a balance of $2,773,910 for the dividend, within a little over $200,000 of the amount divided. And yet with this small difference, and that doubtful, I am called upon to suspend the payment of the large sum of $2,773,910. What equity would there be in such a proceeding, when the President and directors are not undertaking to waste the funds and withdraw them from the stockholders, but to divide what they believe to be net profit among them? With the policy or impolicy of this extra dividend I have nothing to do. Whether the stockholders prefer that each share of their stock shall be the ten thousandth part of the capital, or the thirteenth thousandth part, is a matter for them to settle among themselves. And they must be taken to have settled that, in the resolution of December, 1856, which has never yet been rescinded, but which they could have rescinded at any time by the election of a board favorable to that course. Nor can the stockholders be prejudiced by the various and contradictory answers which the President and Directors have filed in the different causes mentioned in the bill and answer in this case. From the passage of the extra dividend resolution, if legal, each stockholder had a vested interest in the dividend declared to his share or shares, which could not be impaired or prejudiced by any conduct of the President and Directors, short of a fair and honest repeal of the resolution itself if that power remained with them. * * * * * * * * * *

These cases are therefore conclusive, as I have before shown, that the interests of the stockholders are directly involved in the case, and with regard to some of them, they could not be made parties without defeating the jurisdiction of the court. But these complainants, if they have an equity, are not left without remedy.—They can bring their case before the courts of the State, where all interested in the decision of the cause can be made parties, and where all can be heard and full justice done to all. I will, therefore, sign a decree dismissing this bill without prejudice, but with costs to the defendants.

Iron Trade of Pennsylvania and the United States.

The present condition of the American iron trade is far from being a fair representation of the natural strength of that part of it which properly belongs to the trade of Philadelphia. At the height of the financial difficulties of 1857, nearly all the iron works were compelled to suspend operations, temporarily or permanently, and though they were very soon resumed in many cases, the majority continued silent through most of the year 1858. Many which were so long stopped are now resuming operations, however, and it is believed that the production of the anthracite districts of the Lehigh and Schuylkill will soon be as large as at any former time.

The following tables are from the report of the Secretary of the American Iron Association. The summary shows the distribution of the iron business of the country, in all its departments, and though the latest full tables prepared are for 1856, the proportion of the total production falling to Pennsylvania, is increased rather than diminished in 1857 and 1858. In both these years the furnaces of the Susquehanna, Schuylkill, and Lehigh anthracite regions sustain their production much better than any others in the United States, and the chief rolling mills of the State are also far better sustained than any elsewhere. The aggregates for 1856, in the production of anthracite and charcoal pig iron, and of the rolling mill product, very forcibly exhibit the leading place Philadelphia and the State have in the entire business:—

Product of—in 1856	In Penn.	All other.	Total.
Anthracite pig iron—tons	306,972	87,537	394,509
charcoal " "	96,154	252,700	348,854
coke " "	39,953	4,528	44,481
bituminous coal	8,417	16,656	25,078
Total pig iron	451,496	361,421	812,917
Product of rolling mills	241,484	256,597	498,081

Pennsylvania has thus 90,000 tons of pig iron more than all other parts of the Union together, and its anthracite iron falls but 50,000 tons short of the production of all the other States. This anthracite production is all so near Philadelphia as to belong in a peculiar degree to its trade.

For the purpose of adding to these the most recent results in regard to the production of the leading districts, there has been obtained from the proprietors of several of the leading anthracite furnace works their production for 1857 and 1858, and the like facts from several of the leading rolling mills. In the Lehigh district most of the furnaces have continued in full blast through the whole period of disaster to the trade generally, the demand of their iron, which is of superior quality, and has almost entirely displaced the Scotch pig for the use of founders, being such as to keep them steadily employed. The Schuylkill district is next to the Lehigh in the character of its iron and the quantity produced, but the furnaces are fewer in number and the works smaller. Many of these have remained suspended through most of the year, 1858, but all are now resumed or preparing to resume. Ascending the Schuylkill, we find more than half the number of anthracite furnaces out of blast during 1858. One of the "Wm. Penn" furnaces was out; the "Spring Mill" furnace was out half the year; the "Me-

rion" out until April; the "Swede" furnaces both out, one of these having resumed in February last, and the other soon to resume; the "Norristown" furnace wholly out, as also the "Montgomery," at Port Kennedy; two of the four "Phœnix" furnaces; one of the "Henry Clay" works at Reading, and that of Seyfert, McManus & Co., at Reading, with perhaps three or four more of those beyond Reading. The production of fifteen of the twenty-two in the Schuylkill district, in 1857, as reported to the Iron Association, was 48,310 tons, the whole not exceeding 60,000 tons. In 1858 the number out of blast must necessarily have reduced the total to 40,000 or 45,000 tons.

The anthracite furnaces of the Susquehanna have been fully as much reduced in production, through 1858 if not more. In 1857 those on the main Susquehanna and on the North and West Branches, together, produced, for 25 furnaces heard from out of 46 in existence, 75,759 tons against 79,188 in 1856. A large share of those not reporting were not in operation, and the total did not reach 100,000 tons. In 1858 the production did not probably exceed 55,000 tons. The Bloomsburg furnaces, however, produced the same quantity as in 1856, but less than in 1857.

The Lehigh district sustained its production much better. Of the twenty furnaces in blast in 1857, but two or three were suspended in 1858. Several of the furnaces were out of blast for a part of the year, but the Crane Iron Company, the Allentown, the Thomas or Hockendaqua, the Glendon, Cooper, and other works, were quite generally kept in full operation. The production of four of the leading establishments of this district have been communicated by the proprietors, and these exhibit a decline of but about 5,600 tons from 1857, and about 7,000 tons from 1856.

Extending the table subsequently given from the Secretary of the Iron Association, to embrace 1858, we have the following comparison:—

ANTHRACITE PRODUCTION FOR THREE YEARS.

	1856.	1857.	1858.
In the Lehigh Valley, 20 out of 24 furnaces	121,021	113,299	100,000
In the Schuylkill 15 out 22	43,275	48,310	35,000
Along Susqh'na 25 out 48	79,188	75,759	50,000
Tot. for furnaces reported	286,160	281,980	185,000
Actual total for 1856, and comparative totals for 1857-8	306,972	300,000	200,000

The proportions, of course, are not full in case of the furnaces not making returns for the last two years, since the majority were out of blast and making no iron, at least during the larger share of 1858.

The productiveness of the Anthracite Iron Works of Pennsylvania is illustrated by the following statement of the actual operations of the Lehigh Crane Iron Company's Works for the past three years, the leading establishment of the country, and probably the most productive in the world. The statement is obligingly furnished from the office of the company, and its separate publication is permitted at the request of the Philadelphia Board of Trade. The whole number of furnaces at these works is five, and the full capacity of works 45,000 tons of pig iron per annum:—

Number of furnaces in blast.....4	2 full. 1856. 2 part of year.	1 full. 1857. 3 part of year.	1858.
Aggregate production.....tons	31,094	30,943	28,870
Tons of coal used in furnaces and mines	67,900	66,500	60,800
Tons of ore used...	69,600	71,300	67,100

Far the larger share of the rolled iron, both bar and railroad, which is manufactured in the United States, is made in Pennsylvania, and most of this share within reach of the business of Philadelphia. The amount of railroad iron made by works of the State in 1856, in comparison with the total for the entire United States, is thus stated by the secretary of the American Iron Association:—

	Tons rails.
Pennsylvania rolling mills.....	83,834
All others.....	57,721
Total rails rolled.....	141,555

The Trenton Mill, New Jersey, rolling about 13,000 tons in 1856, really belongs to the account of Pennsylvania rolled, in a great degree.

The production of rolled iron in Pensylvania has of course fallen off during 1857 and 1858, as in the case of pig iron, but the natural strength of the establishments is strikingly shown by the degree to which the manufacture has been sustained under the heavy disadvantage now existing. The following is the aggregate of two establishments for 1857 and 1858, in comparison with the product 1856—the Phœnix Iron Company's Works, on the Schuylkill, and the Cambria Iron Works, at Johnstown, Pa., both of which are owned and controlled in Philadelphia:

	1856.	1857.	1858.
Product of the rolling mills named.....	31,798	34,599	43,278

The production of the Lackawanna, Montour, and Safe Harbor Mills, is not known. Several other mills in Pennsylvania have been altogether silent during most of the year 1858, and the aggregate produced in the State is probably not more than two-thirds the product of 1856, and it may not exceed half that product. Considering the great natural extension of demand, and the increased capacity of the works, this is a striking proof of the severe pressure existing on this, as on every other branch of the iron-producing interest. The report of the Iron Association on this branch of the iron trade is extremely valuable, and quite full on all other points relating to the production of railroad iron.

There are several rolling mills for plate, boiler, and bar iron located within the city limits, and others in the vicinity are controlled by Philadelphia business houses. In every branch of manufacture, except perhaps nail making, the iron worked there is in proportion to the production of pig iron. The mills rolling steel, plate, and bar iron have been generally more active during the past year than the rail mills, and they are now as fully employed as at any time in 1857, previous to the financial difficulties. The deficiency in production during the year of least activity, leaves the market bare of many descriptions of small iron, and the present activity is in part induced by this unusual demand. The mills of the city, and those of the vicinity represented there, are particularly distinguished for steel rolling, in part from English bar iron, and for the finer grades of sheet and plate iron. The sheet iron closely approaches the Russian in quality, and it is largely used for all the purposes to which that is applied.

Several of the mills are adapted both to rolling and forging, and others are constructed for forging alone. The Pencoyd Works execute forging more largely than rolling; the Fairhill Forge, and Norris' Locomotive Works are the principal forging works in the city itself. The Reading Steam Forge conducts heavy shaft forging exclusively. There are several other works at which more or less of this heavy axle and shaft forging is done, all of which is quite distinct from the bloomery forging of the primary class of iron works named in the report of the Iron Association.

In other parts of Eastern Pennsylvania, as we are informed by the Iron Association, there are, including the rail mills, no less than thirty-eight additional rolling mills, which roll railroad iron exclusively.

Of other rolling mills, there are seven at and near Coatesville, Chester County, four at and near Reading, one at Pottsville, two in Lancaster County, three at and near Harrisburg, one at Weissport, two at Williamsport, five near Bellefonte, etc.

The production of the steel, sheet and bar mills of the city and vicinity was in part made up, for 1856-7, from the best information obtainable, though the mills located at any considerable distance were not included. The following numbers are close approximations to the annual production:—

Spring and cast steel.....tons	2,500
Bar, rod, and band iron, in the city.....	13,500
Bar, nails, and axles, in towns near.....	15,500
Boiler and other plate, in the city.....	2,500
" " in towns near.....	22,000

The production of sheet and plate iron is largely increasing over that of 1856-7, in the current year. Not only is the production of several mills on the border of Maryland and Delaware now carried there, but there is additional machinery employed in rolling this description of iron in and near Philadelphia. Its increased use for roofing purposes adds to the demand.

In towns of Eastern Pennsylvania, more distant than Norristown, Phœnixville, &c., the Iron Association reports as made, in 1856—

Boiler and other plate.....tons	2,190
Bars, rods, and nails.....	13,500

Taking all together, we have the following aggregate:—

Plate, sheet, and boiler iron.....tons	26,690
Bar, rods, band, and nails.....	42,500
Steel.....	2,500

The aggregate value of this production is very nearly $5,000,000.

The entire quantity of railroad iron made in Eastern Pennsylvania, exclusive of the Cambria and the Juniata works, in 1856, is stated by Mr. Lesley at about 65,000 tons. Probably the depression of 1858 reduced the production to a point not far from 50,000 tons, or to about three-fourths the business of 1856. This branch of the rolling mill operations is thus placed at about half the value of the small iron rolling interest of this part of the State at these sums, which, together, give an aggregate of $7,500,000, as the value of all the forms of rolled iron furnished to the uses the country by the business circle belonging to Philadelphia. To include the Cambria Works would add largely to the aggregate of railroad iron.

James River and Kanawha Canal.

Referring to the proposed sale of the canal to the French Company, the President in his late report says:

"Upon this subject, the Board have but little additional information to communicate. Advices are daily expected from France. Since your called meeting in August the French Consul has received another dispatch from the Minister of Foreign Affairs of his government, recommending the scheme of Messrs. Bellot des Minieres, Brothers & Company to his care, and requesting him to lend to them all the moral support which may seem to him to comport with their design. In Virginia, the indications of public sentiment are at once decided, and singularly unanimous in support of the scheme. The prospect of the immediate completion of the canal, through the agency of the proposed Virginia Canal Company, appears to be everywhere received with satisfaction. A brilliant future for Virginia is generally anticipated from the development of the mineral agricultural, manufacturing and commercial resources which the completion of the canal would bring about; and this, too, not only without adding to the burdens of the State, but with immediate actual relief to the public finances, and all the material advantages which would result from the expenditure of so large an amount of foreign capital as would be required, to say nothing of the demand for labor, provisions and supplies necessarily incident to such an undertaking. The subject, indeed, seems to have expanded to national interest, since many of the most intelligent and influential journals of the country have noticed it with expressions of pleasure, if friendly to the end proposed, or of detraction, if influenced by a spirit of rivalry.—In short, no one doubts that the speedy completion of the James River and Kanawha Canal, upon an en-

larged and improved plan, is of immeasurable importance to the power and prosperity, not of Virginia only, but of the whole South."

Finances of Georgia.

The following statement of the financial condition of this State at the close of the financial year, Oct. 30, 1860, is from the report of the comptroller:

The cash balance in the treasury is ..	$274,820 64
Deduct undrawn appropriations.....	241,727 94
Leaving a net surplus of.....	$33,092 60

GOOD ASSETS OF THE STATE.

The Controller states that the good assets of the State amount to $807,025. In those assets he does not include the Western & Atlantic Railroad, which belongs to the State, and which paid into the Treasury as net earnings in 1859, $420,000, and in 1860, $450,000.

The receipts into the Treasury for the past year, from taxes, net earnings of State road, bank dividends, and all sources, amount to $1,453,930 78. The expenditures for all purposes were $1,179,110 24, leaving a balance of $274,820 54.

A table showing the total value of the various items of taxation in Georgia in 1859 *and* 1860.

Prop'y subject to tax.	Value in 1859.	Do in 1860.
Land....	$149,547,889	$161,764,955
Slaves...	271,620,504	302,694.355
City and town property.	32,129,314	35,139,415
Money and solv't debts.	96,124,701	107,336,258
Merchandise	13,591.687	15,577,193
Shipping and tunnage.	631,731	943,940
Stocks. manufact's, &c.	4,428,132	4,034,252
Househ'd & kitch. furn.	2,260,937	2,374,284
Other prop. not ment'd.	39,315,089	42,427,295
Total....	$609,589,975	$672,292,447
Number of polls.....	98'945	99,749
" of professions.	2,838	2,699
" of dentists ...	92	96
" of dague'n art.	57	66
" of free negroes.	1,213	1,225
" of acres of land.	33,459,228	33,345,289
" Slaves.....	442,364	450,033

In 1859 the increased value of taxable property over 1858 was $70,534,762, and this year the increase is $62,702,472, making an increase over the past two years of $133,237,234.

GEORGIA PUBLIC DEBT—IN BONDS.

Due in 1861, 7 per ct. Cent'l Bank Bonds.	$10,000
Due in 1862, 7 per ct. Cent'l Bank bonds.	32,500
Due in 1863, 7 per ct. Cent'l Bank bonds.	45,500
Due in 1864, 7 per ct. Cent'l Bank bonds.	60,000
Due in 1862, 7 per ct. Cent'l Bank bonds.	100,000
Due in 1863, 6 per ct.—now redeemable*.	28,000
Due in 1865, 6 per ct.—now redeemable..	16,500
Due in 1868, 6 per ct.—now redeemable*.	190,000
Due in 1869, 6 per ct.—now redeemable..	272,500
Due in 1869, 6 per ct.—now redeemable..	72,000
Due in 1870, 6 per ct.—now redeemable..	103,500
Due in 1871, 6 per ct.—now redeemable..	156,250
Due in 1872, 6 per ct.—now redeemable..	622,000
Due in 1872, 7 per ct.—redee'ble in 1862.	100,000
Due in 1873, 6 per ct.—redee'ble in 1862.	171,000
Due in 1874, 6 per ct.—redee'ble in 1862.	75,000
Due in 1874, 7 per ct.—redee'ble in 1862.	177,000
Due in 1878, 6 per ct.—redee'ble in 1862.	100,000
Due in 1879, 6 per ct.—redee'ble in 1862.	200,000
Due in 1880, 6 per ct.—redee'ble in 1862.	150,000
Total public debt in bonds.....	$2,670,750

There are twenty-five banks in operation in Georgia, with an authorized capital of $17,000,000, but they only employ $9,028,078. The tax in this State on Bank Stock is 39 1-16 cents on the $100, or six times more than other capital.

There are eighteen agencies of South Carolina Banks in Georgia, and they pay taxes only to the amount of $1,830 74.

* The State of Georgia in 1848 reserved to itself the right to redeem certain bonds after ten years. These amounting to $218,000 are within that reservation.

The Controllers report contains a list of the names of the agents, and names of Insurance Companies in Europe and America, which pay taxes in this State. The total tax paid by them is $1,578 68.

The report also gives a synopsis of the several Bank charters; when the banks were chartered; the time the charters expire; the capital stock; the amount of business authorized to be done in proportion to the capital stock paid in; the personal liability clause, &c. Also, a list of the banks which withdrew from business with credit; Banks chartered that have never gone into operation; Banks that went into operation, but failed, or that suspended specie payments and business altogether.

Altogether, the report of the Controller-General of Georgia is a valuable and interesting document to financial circles.

Journal of Commercial Law.

CORPORATIONS: RIGHTS OF STOCKHOLDERS; DIRECTORS NOT AUTHORIZED TO SELL ASSETS.

In 1850 Charles Goodyear, who had then recently invented his process of vulcanizing India rubber, applied to Gorham D. Abbott, principal of the Spingler Institute in the city of New York, and solicited him to take an interest in the development of the new invention in its application to educational apparatus. Some negotiations took place, the result of which was that Mr. Goodyear gave Mr. Abbott certain powers over the use and application of the invention to the manufacture of maps, charts, globes, black boards, slates, etc. These rights and powers thus vested in him by Goodyear, he subsequently transferred to the Beacon Dam Company, a corporation existing under the laws of the State of Connecticut, to which corporation he had contributed a large portion of the funds required in the company's establishment, and the erection of its buildings, purchase of tools, machinery, etc. The corporation was originally organized in May, 1852, with a capital of $25,000, composed of 1,000 shares of $25 each, and was called the Beacon Dam Company, and would appear to have been organized for the object and purpose of building and maintaining a water power, on the Naugatuck River, in Connecticut, and for carrying on a manufacturing business generally. The name was subsequently changed to "American Hard Rubber Company," and in January, 1853, the capital stock was increased from 1,000 shares to 4,000 shares of $25 each, the plaintiff subscribing for and taking the 3,000 additional shares, retaining 1,000 of them, and distributing the other 2,000 among different parties. The increase of capital took place solely with reference to the business of manufacturing India rubber goods under Goodyear's patent; and all the stockholders agreed from that time to enter upon and prosecute exclusively the business of manufacturing articles of the patented compounds of India rubber, and from that time the manufacture and sale of such articles would appear to have been the only business of the company. In the course of time the directors, deeming it their advantage, negotiated a sale of the company's franchises and property, which sale and transfer being against the wishes of Mr. Abbott, he, as a stockholder, brought a suit in the New York Supreme Court to restrain the defendants from carrying into effect. This suit has just been decided, and we give the substance of the opinion of the court upon the question as to the power of directors to sell out their property and franchises.

SUTHERLAND, J.—I think the sale and transfer, by the four directors, of the entire property of the company, except its real estate, with its machinery and fixtures was void as to the plaintiff and such other stockholders as did not consent to or authorize a sale. I do not think that it appears that a majority of the stockholders did in fact authorize the sale, but had the sale been authorized by a majority of the stockholders, or by stockholders representing a majority of the stock, I think it would have been void as to the plaintiff and other stockholders not consenting to or authorizing it.

In looking at this question as to the power and authority of the Directors to make the sale and transfer, with or without the authority of a majority of the stockholders, so as to be valid as to and bind the stockholders who did not consent, in this case, and as between these parties, the company should be considered as chartered and organized for the sole purpose and object of manufacturing goods or articles of India rubber, or of its patented compounds under the Goodyear patents.

This being so, I think the sale in question was void as to the plaintiff and other stockholders not consenting, because its effect was, and must necessarily have been to discontinue all business of the corporation, in effect to dissolve it, and I must presume on the conceded facts of this case, that the parties to the sale knew or anticipated that such would be the effect and consequences of the sale.

The Directors sell in one lump not only all the stock of the corporation, manufactured and unmanufactured, but all rights of the corporation under the patents to manufacture any more, and all its property of every description, except the water power and real estate, with its machinery and fixtures, in Connecticut, which they at the same time lease to Poppenheusen & Konig, for one year, thus, by this sale, discontinuing or destroying all business of the corporation for a term, at least; and by the sale of the patent rights, or of the corporation's right to manufacture under the patent rights, forever putting it out of its power, without re-purchasing the right to do so, to further prosecute the only object and purpose and business for which it had been organized, and which it had prosecuted, and thus leaving the corporation a mere skeleton, with a name, and perhaps a legal technical existence by the Statute book, but without real life, or business or usefulness.

I do not think the Directors, even with the consent of a majority of the stockholders, had a right, as against stockholders not consenting, thus in effect to discontinue its existence, and defeat the object of its organization.

I must assume that these Directors were chosen to manage the business of the corporation, not to destroy and end it.

If the corporation was insolvent, it is presumed the laws of Connecticut had provided a mode of having it dissolved; if it had good cause to surrender up its franchises to the Government, it is presumed the laws of the same State had also provided for that. But I cannot presume that the Directors, or a majority of the stockholders of the corporation, by any law of Connecticut or otherwise, had a right thus, by voluntary sale, to dis-

continue its existence, and in effect surrender its franchises, without consulting the Government or its creditors, and without the consent of a minority of its stockholders.

To hold that the Directors could thus discontinue, wind up and defeat the purpose, object and business for which the corporation was organized, even with the consent of a majority of the stockholders, so as to bind the minority not consenting, would, in effect, be depriving the minority, and every one of the minority, of their property without their consent.

No doubt that the principle that a majority must govern or control (in the absence of any special provision in the charter or constitutional articles,) applies to corporations, and that the minority are bound by acts of the majority, when those acts are within and according to the charter or constitutional articles of the corporation, and *not inconsistent with the object and purpose with which it was organized.* Such acts a stockholder consents to by becoming a member of the corporation, because he is presumed to know the law, and the rights of the majority by the law but this democratic or representative principle does not apply to an act or acts of the majority, inconsistent with the continued existence of the corporation and the very object and purpose for which it was organized; nor does a stockholder consent to such acts by becoming a member, because the law does not justify them; and he cannot be presumed to have anticipated a thought that such acts would ever be perpetrated or attempted by the majority.

The sale and transfer in question was not and did not purport to be a sale of the property of the corporation for the benefit of its creditors. If the property was sold for its full value, the creditors would have a right to complain, for it was not a sale for money, but for promissory notes payable at a future day; and although the notes may be good, and the makers abundantly responsible, yet the corporation, or its directors, had no right to compel the creditors to wait until the notes were paid.

In passing the resolution, relied upon by the defendants as an authority by a majority of the stockholders to make the sale and transfer, it would appear that a majority of the shares voted on, were voted on by proxy. I must presume, in the absence of anything to show the contrary, that these proxies were ordinary proxies, given with reference to the transaction of the ordinary and legitimate business of the corporation, and that they did not and could not authorize votes for so extraordinary a sale and transfer as the one in question. Hence the resolution cannot be said to have been in fact passed by a majority of the stockholders, and its passage can hardly be claimed as an authority by the majority.

A similar remark may be made as to the Connecticut statutes referred to by the counsel for the defendants authorizing a majority of the stockholders to transact business and not less than three directors to manage the affairs and business of corporations; these statutes must be presumed to have been intended to apply to the ordinary and legitimate business of corporations, and not to so extraordinary a proceeding as the sale and transfer in question.

The purchasers cannot be considered as *bona fide* purchasers for value without notice, for they did not give money or value, but their notes or promises to pay, and I must assume from the conceded facts of this case that they knew the purpose and object for which this corporation was organized, and the only business which it had prosecuted, and as they must also be presumed to know the law, I must also presume that they knew that directors, with or without the consent of the stockholders, had no right or authority to make the sale and transfer in question to them.

The sale being void, as to the plaintiff and other stockholders not consenting, it follows, I think, that the temporary injunction should be continued, and that a Receiver is necessary to preserve the property of the corporation within the jurisdiction of this court, for its creditors and stockholders, until the final decree in the action, or in the action in the Circuit Court of the United States, in aid of which it would appear that this action was brought, or until its dissolution may be decreed by the Courts of Connecticut.

Philadelphia City Passenger Railroads.

The following shows the length of road and number and amount of shares authorized by Passenger Railroad Companies in the City of Philadelphia:

Name of Road.	Length of single track.	No. of sh's ($50) authorized.	Amount of capi'l author'd.
Fifth and Sixth str's.	16¼ miles.	10,000	$ 500,000
West Philadelphia..	12½ "	10,000	500,000
Tenth and Ele'th sts.	7¾ "	10,000	500,000
Spruce and Pine sts..	6⅞ "	20,000	1,000,000
Race and Vine sts...	6 "	10,000	500,000
Second and Third sts.	18 "	10,000	500,000
Phila. and Darby ...	5 "	10,000	500,000
Girard College.....	6 "	10,000	500,000
Green and Coates sts.	10 "	10,000	500,000
Arch st. and Fairm't.	5½ "	10,000	500,000
Ridge av. and Man'k.	8¼ "	10,000	500,000
Fo'th & Eig'h (G'n).	19 "	10,000	500,000
Rich'd and Schuylk'l.	7 "	2,000	100,000
Hestonv'e & Fairm't.	7 "	6,000	300,000
Sevent'h & Nine'th..	6 "	10,000	500,000
Chestnut & Walnut..	4 "	10,000	500,000
Thirt'th & Fifte'th..	6 "	10,000	500,000
Dela. Co. (24th wa'd).	4 "	3,000	150,000
Total.....	154⅞	174,000	8,550,000

Some of the companies have issued the whole number of shares authorized; others have issued over a hundred thousand dollars worth of stock per mile of single track laid. Nearly all of them have funded debts secured by mortgage upon their depots, cars, horses and rails. It is estimated that the actual outlay in building and equiping the eighteen roads was about two millions of dollars. This includes an investment of about three hundred thousand dollars in cars, mostly built within the limits of the city, and about a half a million dollars in depots and other real estate, out of which both land speculators and mechanics have made good profits. The advantages accruing to the general benefit from the development of this system may be briefly enumerated as follows:—The quickest, cheapest and most agreeable facilities of travel to all parts of the city; the surprising increase of the value of property upon the outskirts, now easy of access at all hours of the day and evening; the spreading of the laboring population to the suburbs and the consequent rapid extension of the city; the opening of new branches of occupation by the necessity created for conductors and drivers, and the building of cars; and lastly, the creation of an extensive and profitable investment for capital, the stock of some of these lines of railway being eagerly sought as safe and lucrative. But we should also take into consideration the fact that the success of our own railway system has stimulated a demand for Philadelphia improvements in other cities. Philadelphians have been called upon to introduce city passenger railways in Baltimore, Pittsburg, Cincinnati, St. Louis, New Orleans and other American cities, and Philadelphia cars and other equipments for the roads are in demand. It will be seen, therefore, that while ministering to our own convenience and improvement, the local railway system has contributed rather largely to the extension of our reputation and influence throughout the nation.—*Phila. Com. List.*

Columbus, San Antonio, and Rio Grande Railroad.

Among the recent arrivals, we notice that of Mr. Bentley D. Hasell, late chief engineer and general superintendent of the New Orleans, Jackson and Great Northern railroad.

Mr. Hasell we understand, leaves in a few days for Houston and Columbus, Texas, to enter upon his new duties as chief engineer of the Columbus, San Antonio and Rio Grande Railroad—the surveys and location of which will be commenced immediately, or as soon as the corps of engineers is organized.

In accepting this appointment, Mr. Hasell has declined four important positions that have been tendered him during the present summer—among which was the charge of the Memphis and Ohio railroad as their chief engineer and general superintendent, and the superintendency of the Alabama and Tennessee river railroad.

The city of New Orleans is deeply interested in the extension and progress of these east and west roads in Texas; the final completion of which will enhance the value of our property and increase our business to an enormous extent; and when we take into consideration the vast extent of territory and railroad connections that this road will include, its immediate importance, not only to New Orleans but to all roads diverging from, and in which our city is interested, can hardly be over estimated.

Such officers as Mr. A. M. Gentry, former by M. C., as president, and Mr. Hasell as chief engineer, will insure success to any enterprise to which they will devote their energy.

When this route is completed it will bring San Antonio within 560 miles of New Orleans. Starting from New Orleans over the New Orleans, Opelousas and Great Western railroad, and running west 125 miles to New Iberia, then connecting with the Texas and New Orleans railroad to Houston, a distance of 222 miles, when it will connect with the Buffalo Bayou Brozos and Colorado railroad to Columbus, a distance of 80 miles. At Columbus the connection is made with the Columbus, San Antonio and Rio Grande railroad, running through Gonzales to San Antonio, a distance of about 125 miles, and then westwardly to the Pacific ocean. These roads combined will form a grand trunk line of uniform gauge, connecting the interior and western portion of Texas with New Orleans and the entire railroad system of the United States, and will no less certainly be a portion of the main stem of *the* great Pacific railroad, and particularly do we come to this conclusion, when within two years private enterprise alone will complete the work from New Orleans to San Antonio, more than one third of the distance from that point to the Pacific ocean.

The advantages of the soil and climate of Texas are too well known to render it worth while to dwell upon them here. Her products are cotton, of the finest quality, with land adapted to its cultivation capable of yielding more than the entire crop of the United States (say 4,500,000 bales;) also, sugar, tobacco, and all varieties of cereals anywhere grown on the American continent. Nearly all sections of the state are well adapted to raising stock, and the western portions of it particularly adapted to sheep and the cultivation of wool superior as that of Australia. The salubrity of the climate of Texas, qualifies it pre-eminently as a sanitarian to the invalid. More than all this, we feel the necessity of the Pacific road, and of this route in particular, as bringing to our own city and our own doors the traffic and trade of the vast west, whereby New Orleans, her inter-

ests and her roads will be benefitted beyond calculation.

Our prominent citizens will be glad to learn that Mr. Hasell has identified himself with this work, and will wait with interest to read the report giving the result of his labors this coming winter.—*New Orleans True Delta, Oct.* 28.

Copper Mines of Lake Superior.

The Lake Superior *Miner* gives the September product of the Minnesota Copper Mine as 210½ tons; of the Nation, 80½; and of the Rockland, 50 tons. The *Miner* says:

At the Minnesota, great as have been her achievements for the past few months, her future still brightens. Longer strings of masses and more of them than have heretofore been recounted to jealous readers still appear in various portions of the mine, so that the expression, "what a world of copper," coming from the lips of first beholders, greets one in many a slope and level of this now mammoth concern. Perhaps it may be safely said that the most general diffusion of Copper is to be found in the western part of the mine, but the heaviest masses now exposed are in the more central and easterly portions of the mine."

At the Rockland, the mine has improved greatly; 30 tons of a large mass have been exposed since the September count. The National product is only kept down to 80 tons by the lake of sufficient stamps; 12 additional heads are to be immediately created. The veins of all three companies are richer than ever. In September the Copper Falls stamped 1,953 tons of rock; with the new machinery it will stamp 3,000 tons per month. The Ash-bed continues to yield 1 1-10 per cent. of pure metal. The Toltec is described as really improving; in one of the shafts a four-feet vein has been exposed, well charged with copper. At the Petherick, the ash-bed developments are encouraging; next Summer the calculation is to have rock enough and machinery enough to stamp 1,200 tons per month.

The Superior is noted as likely to pay its mining expenses this Winter; it is looking quite well. The *Mining Gazette* has a full and very complimentary account of the Albany and Boston, the gist of which is that all the work is done in the most thorough and judicious manner, and that there is "a rich, well defined vein, 2½ feet wide overlying the great conglomerate belt which runs parallel 275 feet westward." The Franklin has a very large accumulation of copper bearing rock on the surface. The stamps if we understand the description, would begin to work by January.

Boston and Maine Railroad.

The following paragraph, from the Newburyport *Herald*, concerning this well managed road, we believe to be true to the letter:

During the past season the Boston and Maine Railroad Company have entirely relaid their track from this city to Danvers, supplying new rails where it was necessary, and putting down upward of ten thousand new sleepers. The depots have been put in good repair, and nothing essential for the comfort and convenience of passengers has been overlooked. The accommodating spirit and liberal policy pursued toward the residents along this line of road, which has ever characterized the officers of this corporation, has made it one of the best paying roads in New England, and certainly one of the best managed.

The gentlemanly superintendent, Mr. William Merritt, has been distinguished for the great care and vigilance which he has always exercised for the safety of the traveling pubic. Every rail, bridge and culvert upon the entire route is daily examined by the section hands. Any recklessness or lack of vigilance on the part of any employee is sure to be followed by an immediate discharge, and consequently an accident upon this road is of very rare occurrence. When we take into consideration the innumerable trains laden with human freight which are continually passing and repassing upon this route, without accident or injury, it speaks louder than any comments of ours of its superior management.

Galvanizing Iron.

For the preservation of iron, various methods have been devised, namely, those which protect iron mechanically, by covering it with a coating not acted on by, and impervious to, the deteriorating principle, and those which protect iron chemically, by producing a change in its electric or electropolar condition with respect to the corroding agents. Any metal electro-positive to iron will answer for such a protector, but zinc is the only one known that can be practically used in the electro chemical preservation of iron. The process through which it passes is known by the name of "galvanizing;" and the *modus operandi* as shown at one of the largest establishments in the United States is as follows:—

Two kinds of iron are used, viz:—Pig iron, which is puddled and then rolled into bars and sheets for the use of stove-making, &c., and blooms, (technically called,) for galvanizing. These blooms come in square blocks about 4 inches wide by 12 inches long, of solid charcoal iron. These blocks are heated and rolled into bars (by a steam engine of 125 horse power) of about 2½ inches wide. They are then cut into lengths by a powerful cutting machine, each length being the width of the sheet intended to be rolled, the ordinary thickness being about five-eighths of an inch; this, however, varies. These blocks are then passed over to the other side of the mill, and are thon ready for rolling into sheets.

The first process is placing them into an oven, heating them almost to a white heat. Two, three, or four blocks, according to the thickness required, are then taken to the first rolling machine, operated on by two men; the first passing the iron through the rollers, which is caught by means of tongs by the other, and so on through the whole. The first man then, by means of two levers, screws the rollers a little tighter, and the iron passes out as before; and so it is passed backwards and forwards until from 2½ inches wide it becomes nearly 2½ feet. By this time it is getting cool, and is again sent to the oven. When it is sufficiently hot, it is handed over (as before) to another set of rollers. The same process is gone through, with this difference, that instead of passing each separately, the two three or four plates are placed one over the other and rolled together. Sometimes one rolling is sufficient, but at others they have to be again heated and rolled. After this process they are ready for the cutting machine to take of the jagged edges, and make them of equal lengths; from thence the sheets are taken to the galvanizing works. When they arrive, they are first treated to a bath of sulphuric acid; after that they are thoroughly washed in clean water, rubbed dry and examined. They are then immersed in a bath of nitric acid, from which they pass, by means of a car and rails, into the oven, where they are dried perfectly, and taken to the zinc bath. Here they get a coating of zinc a trifle thicker than the tin on tin plates, the zinc being heated to a state of solution. After being taken out of this bath and cooled, they are rubbed with cloths, for the purpose of removing the dirt, and again thoroughly examined, to see that the zinc coating is pefect. The iron is then packed in bundles and marked, fit for use, and will stand salt water or any kind of weather without rust.

The establishment where the above operations are carried on, have also machinery for galvanizing telegraph wire, of which they can turn out twenty miles a day; and we believe they are the only firm in this country who have the facilities of doing this kind of work to any extent.

The iron wire having been subject to the previous processes, is passed through the zinc bath as it comes from the reel, and ascends to the upper part of the building, where it is wound on another reel moved by steam power.

Duties on Railroad Iron.

United States Circuit Court, Nov. 2, before Justice Nelson. Ira Bliss agt. H. J. Redfield; Same agt. Aug. Schell; Septimus Crooks agt. Greene C. Bronson, Same agt. H. J. Redfield.

These were actions brought to recover an excess of duty paid on Railroad iron imported to the port of New-York from Cardiff and Newport, Wales, via Liverpool and London.

It appeared in evidence that the appraisers at the Custom House, under instructions from the Secretary of the Treasury, added to the market value of all railroad iron coming from Wales by way of Liverpool and London, 7s. 6d. sterling per ton, as freights or cost of transporting the iron from Wales to Liverpool or London, to make up the dutiable value at London, at the period of the exportation.

It also appeared that railroad iron is always bought and sold at a price *free on board in Wales*, and is always as a rule, *so quoted* in the circulars and prices current of Great Britain.

It further appeared that the iron in question was shipped at Cardiff or Newport, in Wales, for Liverpool or London, it was, in fact, destined to New York, and only went by way of Liverpool or London, as a matter of convenience to the importer, on account of the want of vessels at Cardiff or Newport bound for New York.

Nelson, C. J., held that the addition of the 7s. 6d. per ton freight was illegal; that the sea freight is not a dutiable charge, and the Government cannot now set up as a justification that the addition was to make market value at Liverpool and London, on the ground that those are the principal markets, because the evidence shows that Cardiff and Newport, in Wales, are the principal markets of Great Britain for railroad iron, and the fact that the iron makers have their offices in Liverpool and London, and negotiate there, sales there, does not make those places the principal markets, when it appears that there sales are always made at a price free on board in Wales.

Verdict for plaintiff.

Buffalo, Bradford and Pittsburg Railroad.

We learn that the entire line of the Buffalo, Bradford and Pittsburg Railroad, from its junction with the New York and Erie Railroad to the Coal Fields of McKean county, Pa., is being put in readiness for the iron, and that the contractors, Messrs. John S. King and Edward L. Lee, are pushing forward their work in the expectation of having this portion of road opened for traffic by the first of December. By the time that Winter has fairly established his rigorous rule, if nothing happens to disappoint present anticipations, our citizens may look for the introduction of the Tunnungwant coal into this market.

When so much has been accomplished, with the stimulus that has been re-imparted to enterprise this year by the astonishing revival of business and trade in all departments, it seems reasonable to expect rapid progress hereafter in the work of completing the long talked of direct connection, by railroad, between Buffalo and the coal regions of Pennsylvania. Following that, in the necessary order of events, must begin a new era in the history of Buffalo—the era of manufacturing greatness. More than ever does this appear the logical sequence of that event, since the fundamental enterprises which have been inaugurated during the past year. The prospect lends great significance to the event which we announce, and we cannot but congratulate our citizens upon its near approach.

The rails for the line of road which is near completion are from the "Bay State Iron Co.'s Works," and are being delivered via Piermont and the N. Y. & Erie Road.—This company have adopted the chair know as "Ransford's Patent," of Troy. The peculiarity of this invention is the jaw rising on the outside of the chair to a level with the top of

the rail, transferring, in part, the bearing of the wheel at the joints, and securing in effect the action of a continuous rail. The preservation of the rails at the joints is fully attained by this invention.—*Express.*

Cape Cod Canal.

The survey of the proposed route of the Cape Cod Canal, extending from Buzzard's Bay to Cape Cod Bay, and designed to avoid the somewhat dangerous navigation *around* the Cape, has been executed by the engineers of the U. S. Coast Survey. It is expected that the Commissioners who have this work in charge, will, after the receipt of the data from the officers who have been thus employed, shortly report upon this subject.

From a conversation with one of the gentlemen engaged in the service, we infer that so far as the land work is concerned—that is, the adaption of the valley through which the proposed canal is expected to run, to the purpose—there is no difficulty whatever. This valley, about eight miles in length, from shore to shore, rises but slightly from the sea level and is watered by natural streams throughout its entire length, while the character of the soil in the vicinity is peculiarly favorable. The great difficulty, if any exists in the enterprise, is to be found in the necessity of the construction of an artificial harbor at the Cape Cod Bay terminus of the route. It will, probably, be necessary to erect here a breakwater, as a harbor to incoming and outgoing vessels, in case of bad weather. The cost of this will be a subject of consideration. Should the saving of property be deemed sufficient to warrant the expense, the canal will probably be constructed.—*Transcript.*

Railways in Switzerland.

The *Price Current* gives the following, relating to the Swiss Railways:

"Railway system of Switzerland is making rapid progress. It already furnishes an almost unbroken connection between all the most considerable towns of the confederacy, and bids fair soon to scale the gigantic barrier of the Alps, and to form a junction with the roads which in various directions cross the great Lombard plain and penetrate the mountain regions of Piedmont on the west and south. The Swiss Central Railway, leading from Basil towards Berne, after piercing the mountain wall of the Hauenstien, by a tunnel twenty-seven hundred yards in length, branches or falls into other roads, which run in every direction. From Olten a line runs north-east to Badin, Zurich, St. Gall, and doubling the mountain cape, at the entrance of the Rhine into Lake Constance, it ascends for the most part the left bank of that river to Chur in the Grisons. From Aarburg another line runs to Lucerne. A third, from Herzogenbuchsee, by Solothurn, Neuchatel, Yoerdon and Lausanne, extends to Geneva, having only a small link yet incomplete along the lake of Bienne; and yet a fourth from the same point to Berne and Thun. Here the last named line strikes the stupendous mountain range of the Bernese Oberland. The Jungfrau, Eigher, Monch, Schreckhorn and Finster-Aarhown will hardly permit their untrodden snows, during the present century, to be trampled by the hoofs of the iron horse. A road is in progress from Berne to Lausanne, by the way of Freiburg, and on the first of the present month was opened as far as the latter city. Another, passing from Lausanne around the eastern end of Lake Geneva, will soon connect the city of Geneva with the so-called Italian line in the Vallais. This latter railway extends from the eastern end of the lake up the valley of the Rhone. During the present season it has been completed as far as Sion. From this point, the capital of the Canton, it is to be carried to Brieg, and is destined, I believe, to scale the Alps by the great Simplon pass. A line across the Alps is also in contemplation further east by some one of the Grison passes; and I have recently read an article, in one of the Swiss journals, warmly defending the claims of the Lukmanier route by the valleys of the Vorder, Rhine and Medels, which was surveyed some years since.

In my last I gave some account of my visit to the field of Morgarten. In this I must transport myself to the Canton of Berne. The approaching evening of one of the last days of June found me seated in the railway train, on the line between Herzogenbuchsee and Berne. Two years since, on this line, the passengers were obliged to alight some two miles north of the city, to which they were conveyed by omnibuses. At present, as above stated, the line is finished to Thun. Passing the former terminus, the road crosses the Aarby a bridge suspended at a fearful height above the river-bed, and reaches the elevated peninsula, upon which the town is built, in the rear or western extremity of the city. Here I found a magnificent depot, corresponding in the solidity of its structure, with the well known massive architecture of Berne."

Junction Railroad.

We stated some weeks since that nearly sufficient money had been raised to complete the Junction Railroad from College Corners to Connersville. We now learn that J. M. Ridenour, President of the company, has purchased iron enough to lay the track from College Corners to Silver Creek, half a mile west of Liberty. Work has been again commenced, and the track will be laid to Liberty by the first of January. It is intended to complete the road to Connersville by the first of June next. —*Cin. Com.*

Railroad Earnings.

The traffic of the Illinois Central Railroad Company for October, 1860, was $306,711 39
October, 1859 ..... 248,962 86

Increase $57,748 53

From the Land Department, the report is extremely favorable, viz: $140,489 68, cash collected and $293,971 42 sales of land during the month. The sales and collections before the harvest, averaged about $50,000 per month.

The earnings of the Hudson River Railroad for

October, 1860, were $193,950 63
Do. 1859 ..... 170,157 48

Increase $23,793 15

The earnings for the same month for the last three years were as follows:

1858 ..... $140,782 87
1859 ..... 170,157 48
1860 ..... 193,950 63

The increase on 1858, is over $53,000.

The earnings of the Chicago, Burlington and Quincy Railroad Line in October, were:

	1859.	1860.
Freight	$131,268 53	$176,841 00
Passengers	50,715 48	62,674 82
Mails and miscellan.	4,203 93	2,948 20
Total	$186,187 94	$241,964 02
Increase		$55,776 08

The earnings and expenses of the Cleveland and Mahoning Railroad for the month of October were as follows:

	1859.	1860.
Passengers	$4,972 98	$5,859 20
Freight	11,561 53	16,058 59
Coal	14,254 90	19,447 33
Mail	262 50	418 75
Gross earnings	$31,051 91	$41,783 87
Expenses	9,469 95	11,090 88
Net earnings	$21,581 97	$30,692 99
Increase		$9,111 02
From Jan. 1, to Oct. 31:—		
Gross earnings	$231,933 41	$312,559 12
Working expenses	83,148 74	104,546 19
Net earnings	$148,784 67	$208,012 93

The sixth monthly (September) report of the Ohio and Mississippi Railroad has been filed with the Clerk of the United States District Court of Ohio:

Balance on hand from August account. $50,475 19

RECEIPTS.

Freight earnings of August.	$1,715 80	
Passengers prior to Sept.	15,674 44	
Freight do.	11,690 84	
		29,080 58
Passenger earnings in Sept.	45,872 51	
Freight do.	23,162 92	
		69,035 43
From other sources		1,277 11
Total		$149,868 31

DISBURSEMENTS.

Operating expenses in Sept.	$9,400 16	
Charges advanced on acc't other roads	1,160 10	
Interest and discount	748 86	
Office and other expenses	589 74	
Advances by Receiver on former months to meet payment	15,000 00	
Paid on account 1st mortgage coupons due Jan'y 1, 1860	770 00	
Do. July 1, 1860	11,935 00	
On acc't of former arrearages	175 09	
Current operat'g expenses, and construction work for August	73,470 42	
		113,244 37
Balance carried to October acc't		$36,623 94

The earnings of the Cleveland and Toledo Railroad for October, were $93,583
October, 1859 78,282

Increase $15,301

The receipts of the Grand Trunk Railway of Canada, for the week ending October 26th, 1860, were $81,122 56
Corresponding week, 1859 ..... 60,046 16

Increase $21,076 40

Total traffic from July 1, 1860 ..... $1,045,186 45
Do. for same period last y.. 773,916 66

Increase $271,269 79

The following are the earnings of the Great Western Railway of Canada for the week ending October 26, 1860:

Passengers	$23,218 03
Freight and live stock	30,882 45
Mails and sundries	1,421 63
Total	$55,467 11
Corresponding week of last year	46,245 05
Increase	$9,222 06

Cincinnati Stock Sales.

BY KIRK & CHERVER.

For the week ending November 5, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	86
Covington and Lexington, 1st Mortgage	6s	78
" " " 1st "	7s	85
" " " 2d "	7s	78
Indianapolis and Cincinnati, 1st Mortgage	7s	85
" " " 2d "	7s	84
" " " 3d "	7s	65
Cinc., Ham. and Dayton, 1st Mortgage	7s	100
" " " 2d "	7s	86
Indiana Central, 1st Mortgage	7s	86
" " 2d "	10s	89
Dayton and Michigan, Endorsed Mort. 81	7s	75

STOCKS.	
Cincinnati, Hamilton & Dayton	74—74½
Little Miami	88½-89
Columbus and Xenia	88
Indianapolis & Cincinnati	48
Ohio and Miss.	1½
" " " Trustees Scrip	15

Annual Returns of the Railroad Companies of Virginia. (*Continued from p. 772.*)

Corporate Titles of Companies.	Capital Account — Share Capital.	Funded Debt.	Other Liabilities.	Total Capital.	Cost of Road and Equipm't.	Miles of Road open.	Gross Earnings — Passenger Earnings.	Freight Earnings.	Other Earnings.	Total Earnings.	Current Expenses & Repairs.	Earnings less Expenses.	Dividends — Am't.	Rate.
1844.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. ct.
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	47,858	2,957	50,340	32,411	17,919	19,500	13
Petersburg	769,000	62,749	54,154	885,703	947,769	62.00	41,682	66,188	15,200	122,870	49,972	72,898	23,070	3
Portsmouth and Roanoke	641,650	150,000	167,519	959,169	1,399,359	78.50	31,127	14,502	8,000	53,629	47,844	5,785	....	....
Winchester and Potomac	300,000	150,000	81,445	531,445	600,298	32.00	16,000	44,254	3,813	64,067	.....	.....	.....	....
Richmond, Fredericksb. & Potomac	832,361	616,806	34,496	1,483,663	1,480,740	75.00	123,291	44,719	17,956	185,966	89,639	96,327	*146,000	20
City Point	130,128	50,000	56,846	236,974	196,556	10.00	3,291	8,767	707	12,765	11,492	1,273	....	....
Louisa	409,730	.....	.....	409,730	409,730	49.16	10,568	10,196	1,716	22,480	11,799	10,681	....	....
Greenesville and Roanoke	200,000	23,679	19,931	243,610	274,155	18.00	19,918	4,194	557	24,669	17,198	7,471	....	....
Richmond and Petersburg	494,274	204,667	67,097	766,038	796,425	22.15	30,656	17,205	6,842	54,203	39,668	14,540	....	....
Total	3,927,143	1,257,901	481,288	5,666,332	6,204,002	358.81	276,533	257,208	57,248	590,989	364,085	226,904	288,570	....
1845.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	44,880	2,101	46,981	38,712	8,269	9,000	6
Petersburg	769,000	42,649	46,356	858,005	946,679	62.00	58,619	72,884	16,617	147,620	56,709	90,911	38,450	5
Portsmouth and Roanoke	641,650	150,000	159,498	951,148	1,436,034	78.50	25,000	7,893	8,000	40,893	37,617	3,276	....	....
Winchester and Potomac	300,000	150,000	106,615	556,615	670,609	32.00	14,500	37,620	5,060	57,180	57,180	....	....	....
Richmond, Fredericksb. & Potomac	867,505	560,000	58,827	1,486,338	1,454,371	75.00	128,171	41,825	18,929	188,925	90,070	98,855	....	....
City Point	130,220	50,000	57,459	237,679	196,556	10.00	3,996	7,689	500	12,185	7,309	4,876	....	....
Louisa	409,730	.....	.....	409,730	409,730	49.16	8,800	10,103	1,534	20,437	7,611	12,826	12,292	3
Greenesville and Roanoke	200,000	23,629	14,516	237,545	274,115	18.00	20,180	4,888	800	25,868	16,621	8,747	....	....
Richmond and Petersburg	679,874	54,667	90,898	825,439	794,440	24.91	31,729	21,872	6,102	59,203	41,958	17,245	11,136	6p
Total	4,117,979	1,030,351	534,169	5,712,599	6,332,434	361.57	290,995	248,154	59,643	598,792	358,787	245,005	70,878	....
1846.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	50,821	1,903	52,724	40,769	11,955	9,000	6
Petersburg	769,000	7,149	48,107	824,256	946,361	62.00	70,476	76,566	16,050	163,092	71,378	91,714	46,140	6
Portsmouth and Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....
Winchester and Potomac	300,000	150,000	182,376	632,376	690,953	32.00	14,969	50,506	4,470	69,945	62,490	7,455	....	....
Richmond, Fredericksb. & Potomac	888,173	560,006	48,115	1,496,294	1,458,219	75.00	137,829	42,621	20,739	200,689	91,913	108,776	†16,725	6½
City Point	130,220	50,000	62,876	243,096	196,556	10.00	5,505	5,471	565	11,541	7,477	4,064	....	....
Louisa	409,730	.....	.....	409,730	409,730	49.16	9,709	11,480	1,584	22,723	7,776	14,947	14,340	3½
Greenesville and Roanoke	200,000	23,029	7,008	230,037	274,115	18.00	19,735	5,629	2,000	27,364	17,778	9,586	....	....
Richmond and Petersburg	685,600	94,667	68,848	849,115	914,894	24.91	36,716	36,337	5,815	78,868	45,282	33,586	11,136	6p
Total	3,532,723	884,851	417,330	4,834,904	5,040,828	288.07	294,439	279,431	53,076	626,946	344,863	282,083	151,284	....
1847.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	38,840	1,886	40,726	36,639	4,087	9,000	6
Petersburg	769,000	149	54,824	823,973	789,973	62.00	76,016	90,976	15,695	182,687	76,297	106,390	53,830	7
Seaboard and Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....
Winchester and Potomac	180,000	83,333	96,900	360,233	556,416	32.00	20,000	65,000	6,792	91,792	79,284	12,508	....	....
Richmond, Fredericksb. & Potomac	911,132	633,006	14,827	1,558,965	1,474,004	75.00	149,145	41,501	21,402	212,048	89,840	122,208	††127,583	17
Appomattox	10,000	.....	.....	10,000	10,000	10.00	.....	.....	.....	.....	.....	.....	....	....
Louisa	409,730	.....	.....	409,730	409,730	49.16	22,555	20,597	4,500	47,652	26,042	21,610	8,194	2
Greenesville and Roanoke	200,000	20,203	3,359	223,562	274,115	18.00	22,687	7,176	2,000	31,863	22,123	9,740	....	....
Richmond and Petersburg	685,600	94,667	85,349	865,616	925,973	24.91	38,513	49,115	8,682	96,310	58,319	37,991	11,136	6p
Total	3,315,462	831,358	255,259	4,402,079	4,590,211	288.07	328,916	313,205	60,957	703,078	388,544	314,534	209,743	....
1848.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	37,329	1,973	39,302	32,169	7,133	9,000	6
Petersburg	769,000	.....	51,516	820,516	789,038	62.00	63,764	78,938	15,491	158,193	80,212	77,981	53,830	7
Seaboard and Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....
Winchester and Potomac	180,000	178,883	45,850	404,683	556,416	32.00	18,000	60,000	7,319	85,319	69,161	16,158	....	....
Richmond, Fredericksb. & Potomac	925,672	633,006	34,018	1,592,696	1,478,916	75.00	136,015	36,719	5,258	177,992	97,022	80,970	†50,743	7
Appomattox	80,000	.....	.....	80,000	80,000	10.00	.....	.....	.....	.....	.....	.....	4,800	6
Louisa	467,369	40,720	6,677	514,766	514,766	49.16	24,464	24,146	8,216	56,826	26,140	30,686	49,167	12
Greenesville and Roanoke	200,000	15,015	.....	215,015	284,115	18.00	27,177	8,245	2,000	37,422	22,654	14,768	....	....
Richmond and Petersburg	685,600	87,667	67,216	840,483	929,751	24.91	37,188	61,779	9,587	108,524	76,884	31,670	11,136	6p
Total	3,556,824	955,241	205,277	4,717,342	4,889,756	288.07	306,603	307,156	49,844	663,608	404,242	259,366	178,676	....

* Paid in certificates of debt. † Dividend on old stock; interest was paid on new stock. ‡ Including $73,000 or 10 per cent. on old stock, paid in certificates.

p. Dividend paid on preferred stock: also in 1846 $23,943 being 5 per cent. on ordinary stock which is included in the total.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65 0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '60	39.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,091	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '60	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	34,230	—	—	36,645	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	149.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,570	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '59	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,023	120.0	.....	289,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	.....	.....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	980,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	.....	.....	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	2,980,839	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	.....
30 Nov. '59	60.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,993	14,079	2,851,577	66.0	.....	351,689	139,365	—	41
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	.....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	295,781	204,600	164,670	694,836	19.3	.....	10,255	1,604	—	.....
.. .. '59	26.5	3.9	.....	227.0	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	.....	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	—	83½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	.....	.....	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	8½	65½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,478	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.6	808,231	1,547,561	620,328	4	72½
.. .. '57	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	464.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	74
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	.....	129.0	.....	.....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	815,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	.....	.....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	.....	—	.....	.....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	246,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,196,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	8,743,971	276,024	—	1,682,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	55
30 Jun. '57	20 0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,365	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—	—	—	—	Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,749	65.0	.....	270,063	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	.....	.....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	382,291	—	1,002,960	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	6,639,562	613,613	—	4,437,990	2,817,000	188,688	9,147,862	206.0	.....	763,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	.....	.....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	68,744	50,284	99 ,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 351	*	—	151,833	441,638	160,910	757,331	36.5	.....	49,155	24,670	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.186	281,929	89,769	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545 741	159,[illegible]	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	[illegible]30 830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	1[illegible]5.16	51,000	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75 0 0	—	—	.....	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	Am.& K	67,32[illegible]	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,665	208,29[illegible]	104,92[illegible]	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,40[illegible]	28,40[illegible]	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '59	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,61[illegible]	1,933,621	—	70
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,80[illegible]	39.0	187,427	442.21[illegible]	268,54[illegible]	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	,756,641	9,007,60[illegible]	218.0	.....	—	929,527	340,51[illegible]	—	20[illegible]
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,366	ope	rat. by	Housat.	42,00[illegible]	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,51[illegible]	531,47[illegible]	208,79[illegible]	8	.07
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553 48[illegible]	915,62[illegible]	450,09[illegible]	8	144
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,13[illegible]	54.0	316,52[illegible]	654,67[illegible]	337,64[illegible]	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,761,51[illegible]	83.7	511,046	1,067,07[illegible]	311,52[illegible]	7	110
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,492	1,092,26[illegible]	47.[illegible]	79,456	118,72[illegible]	49,37[illegible]	6	94
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,26[illegible]	75.4	177,164	271,59[illegible]	138,22[illegible]	4[illegible]	88
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	—	699,15[illegible]	343,916	—	84[illegible]
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,72[illegible]	67.7	341,803	659,48[illegible]	267,45[illegible]	6	102[illegible]
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,76[illegible]	12,79[illegible]	6	9[illegible]
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,03[illegible]	ope	r. by N.	H.& N[illegible]	28,79[illegible]	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,15[illegible]	ope	r. by B.	and L[illegible]	12,35[illegible]	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,56[illegible]	30.0	158,37[illegible]	229,26[illegible]	68,51[illegible]	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,70[illegible]	21.8	55,881	143,26[illegible]	25,26[illegible]	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,53[illegible]	36.0	75,80[illegible]	51,35[illegible]	14,08[illegible]	—	104[illegible]
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,02[illegible]	8.4	20,88[illegible]	22,55[illegible]	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,26[illegible]	87.3	410,59[illegible]	646,75[illegible]	306,41[illegible]	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32.48	48,35[illegible]	27,00[illegible]	6	104
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,20[illegible]	44.4	216,83[illegible]	341,83[illegible]	136,38[illegible]	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,52[illegible]	ope	r. by B.	and L[illegible]	17,50[illegible]	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,11[illegible]	11.5	26,02[illegible]	58,78[illegible]	15,46[illegible]	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,00[illegible]	ope	r. by H[illegible]	isaton.	31,49[illegible]	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,06[illegible]	ope	r. by T	and B	5,33[illegible]	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,822	207,343	—	2,214,225	1,003,880	—	3,516,865	77.[illegible]	107,47[illegible]	246,79[illegible]	106,31[illegible]	—	184
30 Nov. '59	156.1	17.3	106.6	—	72	47	1,149	Western (incl. Alb.& W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,05[illegible]	1,767,[illegible]	830,14[illegible]	8	14[illegible]
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,40[illegible]	45.7	179,49[illegible]	216,44[illegible]	94,24[illegible]	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,625	647,596	—	2,950,000	4,250,000	.....	9,008,38[illegible]	188.0	.....	365,03[illegible]	144,27[illegible]	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,91[illegible]	886,69[illegible]	—	64
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,466	19,595,40[illegible]	539.0	.....	2,019,42[illegible]	777,27[illegible]	—	17[illegible]
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,13[illegible]	—	—	—	—	—	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	—	—	—	—	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	—	—	—	—	—	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	334	*Mississippi Central*	4,966,02[illegible]	756,292	—	2,000,961	2,554,732	895,99[illegible]	6,331,89[illegible]	236.[illegible]	.....	584,34[illegible]	328,09[illegible]	—	.....
1 Oct. '58	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,89[illegible]	159,01[illegible]	—	798,285	456,949	275,000	1,974,44[illegible]	59.[illegible]	.....	176,44[illegible]	11,43[illegible]	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.[illegible]	.....	250,04[illegible]	121,45[illegible]	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,498	327,000	50,892	128,386	12.0	.....	—	—	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,30[illegible]	206.8	14 mo's	497,26[illegible]	235,32[illegible]	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,000	6,018,10[illegible]	168.[illegible]	.....	256,15[illegible]	—	—	.....
-- --	—	—	—	—	—	—	—	*Platte County*	—	—	—	—	—	—	—	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.[illegible]	.....	676,31[illegible]	301,50[illegible]	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,100	5,446,403	86.5	.....	152,37[illegible]	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Co	n. River	30,00[illegible]	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,88[illegible]	3,015,880	93.5	353,000	227,72[illegible]	86,33[illegible]	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	788,200	84,327	3,163,731	63.[illegible]	.....	327,74[illegible]	125,15[illegible]	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,69[illegible]	21,86[illegible]	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,65[illegible]	128,36[illegible]	8	55
30 Sep. '59	48.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Co	ncord.	15,00[illegible]	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,60[illegible]	1,52[illegible]	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern M	a.	—	68
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,400	40,887	—	166,740	209,927	42,219	477,476	20.5	20,96[illegible]	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	83,800	108,259	1,005,459	ope	r. by Co	ncord.	88,577	8	100[illegible]
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,86[illegible]	138,715	—	595,587	383,400	303,517	1,28[illegible],504	52.7	.....	59,774	21,15[illegible]	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	290,500	25,800	3,393,900	82 0	38,65[illegible]	353,107	197,13[illegible]	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,03[illegible]	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,87[illegible]	19,89[illegible]	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,26[illegible]	*	—	997,70[illegible]	2,049,50[illegible]	183,888	—	70.[illegible]	.....	269,60[illegible]	127,24[illegible]	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,63[illegible]	*	1,923,394	3,798,400	6,882,000	.....	.....	94.[illegible]	.....	1,378,39[illegible]	1,189,39[illegible]	12	33
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,35[illegible]	1,006,80[illegible]	436,65[illegible]	.....	60.[illegible]	.....	152,15[illegible]	66,45[illegible]	—	.....
1 Apr. '59	64.0	—	.....	80	21	256	Central of New Jersey	5,042,16[illegible]	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,87[illegible]	870,96[illegible]	520,67[illegible]	10	122[illegible]
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	.....
31 Dec. '58	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,55[illegible]	*	55,000	1,157,80[illegible]	340,000	1,766,23[illegible]	1,760,562	53.0	.....	255,23[illegible]	107,32[illegible]	6[illegible]	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,53[illegible]	313,296	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,08[illegible]	10	13[illegible]
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,34[illegible]	*	—	154,15[illegible]	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,22[illegible]	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,60[illegible]	600,000	713	1,625,312	18.7	6 mo.	$ 0,685	94,809	6[illegible]	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	218,70[illegible]	—	56,582	—	—	—	[illegible]5,944	8,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '58	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '58	38.5	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '58	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	396	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	437,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.0	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	.....	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	59½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,418	7	88½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	33
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,793	—	17½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,709,287	121.8	247,800	382,932	120,856	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Potsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	15	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	118,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,495	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	51.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	51.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	800,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	.....	....	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,693	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	....	—	—	—	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	....	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,350	—	—
31 Mar. '59	60.2	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,048,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	76
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,18	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,151	7	93½
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,28	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,09	4	12
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,454	6	35½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50½
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	83
31 Mar. '60	144.0	—	....	—	—	—	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	....	5	3	87		Dayton and Western	930,282	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,258	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	85
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.9	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '58	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.0	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.6	—	....	—	36	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	280,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	....	Del., Lackawanna and West'n	8,831,707	*	506,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	89
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	.....	.....	....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,290	67,60	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,848	333,39	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,66	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,97	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,529	2,787,000	377,818	6,320,638	68.7	.....	347,302	188,398	....	66½
31 Dec. '59	390.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	802,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	78½
30 Sep. '59	12.0	—	0.2	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	—	—	—
30 Sep. '58	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,65	157,194	—	....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,196,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,810	—	42½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	....	125
Oct. '60	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,788	*	78,962	5,000,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,188	497,266	—	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Laterals and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '58	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,435	.....	—	.....
30 Nov. '58	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,659,031	1,965,988	674,655	—	4
30 Sep. '58	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '58	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '58	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	568,150	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,58.	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '58	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,078	47,007	6	.....
30 Sep. '58	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,567	4,509	—	.....
31 Mar. '58	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	80.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	90.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	18.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	18.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,268	151,536	6	.....
— — '58	49.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '58	143.3	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,196	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,000	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	316,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	271.0	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	200,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.0	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	219,518	.....	59.4	60,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,128	44,666	—	.....
1859	34.2	—	7.0	—	12	2	61	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,868	13,692	—	.....
1859	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,833	310,399	3	.....
1859	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,95.	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all sided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,500	.....	50.0	31,300	32,070	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	162,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '58	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '58	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,102	82,001	—	.....
31 Aug. '58	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,559	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '58	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,829	37,124	—	.....
30 Jun. '58	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,078	—	.....
30 Jun. '58	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,350,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '58	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,564	23.7	47,324	43,998	10,493	—	.....
31 Aug. '58	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '58	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	64,121	16,332	—	.....
30 Sep. '58	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '58	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '58	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '58	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,209	292,986	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,826	.....	78.6	159,981	279,945	145,356	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,555	6	64
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,689,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,666	8,816,522	195.0	304,195	652,405	382,699	4	59
30 Sep. '58	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,066	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	500,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	62,152	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	13
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,326	5,622,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,219	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	...	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	824.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,064	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,669,219	4,060	6	35
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,906	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	3
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	284,580	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,229	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	983,746	*	—	868,493	.....	70,253	938,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '59	48.7	—	.....	—	.....	.....	.....	Panama	3,000,000	*	—	4,000,000	2,000,000	—	6,000,000	48.7	.....	1,678,644	1,280,180	15	1550

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	65
2d Mortgage	225,700	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	983,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	70
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	82
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. '1860 '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,500,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. Il. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	60
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	409,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	67½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,738	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**	------	------	------	----
***Columbus, Piqua and Indiana:**	------	------	------	----
	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
	------	†	------	----
	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	66,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
	------	---	------	----
	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	97½
2d Mortgage (S. F.)	1,738,000	7	1875	95
Galvest'n, Houst. and Henders'n:				
	------	---	------	----
	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	523,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	65
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
	------	---	------	----
	------	---	------	----
	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	102
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	87
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,685,000	7	1875	95½
Construction	4,115,000	6	1875	95½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	82
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	280,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
	------	---	------	----
	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	60,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	-------	----
2d Mortgage (Eastern Div.)	1,000,000	†	-------	----
1st Land Grant (Western Div.)	4,000,000	†	-------	17½
2d Land Grant (Western Div.)	353,600	†	-------	17½
3d Mortgage (whole road)	1,700,000	†	-------	----
Farm Mortgage	1,087,700	†	-------	----
Unsecured Bonds	1,785,000	†	-------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	-------	----
Little Miami:				
Cincinnati Loan	100,000	---	-------	----
1st Mortgage	138,000	6	1853	55
2d Mortgage	7,000	6	-------	----
3d Mortgage	981,000	6	-------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	-------	----
1st Mortgage	248,000	---	-------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	-------	----
1st Mortgage	2,000,000	---	-------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	-------	----
Mortgage	24,000	7	-------	----
Mortgage	10,000	6	-------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	-------	----
Mortgage	----------	---	-------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	-------	----
3d Mortgage	1,500,000	7†	-------	----
Sterling Income	333,000	4	-------	----
Domestic	928,617	---	59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	-------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	-------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	-------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	-------	95
1st Mortgage (convertible)	500,000	8	-------	95
Unconvertible	258,000	8	-------	----
1st Mortgage (convert.) Dollar	3,831,000	8	-------	----
1st Mortgage (S. F.), convertible	3,087,000	8	-------	97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	7	1857	----
Northern Indiana	985,000	7	1861	85
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,235,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	60
2d Mortgage	2,175,000	†	1877	59
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	-------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	-------	----
2d Mortgage	200,000	7	-------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	-------	----
2d Mortgage	600,000	8	-------	----
Farm Mortgage	150,000	10	-------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	65
1st Mortgage (convertible)	650,000	8†	1863	64
1st Mortgage (convertible)	1,250,000	8†	1877	64
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	-------	----
Income	91,200	10	-------	----
Tennessee State	45,000	6	-------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	-------	----
Income	95,500	---	-------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	-------	----
2d Mortgage (S. F.)	400,000	8	-------	----
Oskaloosa Division	1,425,000	7	-------	----
Land Grant	7,000,000	7	-------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	-------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	-------	----
Tennessee State Loan	674,860	6	-------	----
Alabama State Loan	389,410	6	-------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	578,035	6	1882	----
Mississippi State Loan	200,970	6	-------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	-------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	-------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	-------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	-------	----
Not endorsed	24,000	---	-------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	-------	----
1st Mortgage	500,000	10	-------	----
1st Mortgage	2,235,000	6	-------	----
New Haven and Hartford:				
---- ---- ----	----------	---	-------	----
---- ---- ----	----------	---	-------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	-------	----
Mortgage	200,000	6	-------	----
Extension	100,000	10	-------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	-------	----
2d Mortgage	300,000	6†	-------	----
Income (convertible)	152,000	6†	-------	----
New London City	100,000	6†	-------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	-------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	-------	----
New Orleans City Loan	1,500,000	---	-------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	94½
Premium Consolidated Stock	8,000,000	6	1883	94½
Real Estate	221,000	6	1883	94½
New Convertible	3,000,000	7	1864	103
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	99½
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	81
5th Mortgage	1,277,000	7	1883	91½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	95½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	-------	----
North Carolina:				
State Loan	2,000,000	6	-------	----
State Loan	1,000,000	6	-------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	-------	----
2d Mortgage	224,500	---	-------	----
Real Estate	35,910	---	-------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	-------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1850	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	-------	----
State Loan	2,000,000	6	-------	----
State Loan	350,000	6	-------	----
North Pennsylvania:				
Mortgage	2,500,000	---	-------	68
Chattel Mortgage	214,500	10	-------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	-------	----
Construction	4,637,920	†	1853	17
Income	8,591,185	†	1859	----
Ohio and Mississippi (Ill.):				
---- ---- ----	----------	---	-------	----
Orange and Alexandria:				
State Loan	$400,000	---	-------	----
1st Mortgage	1,055,500	6	-------	81
2d Mortgage	461,378	6	-------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	-------	----
State Loan (S. W. Branch)	2,800,000	6	-------	----
Construction	4,500,000	6	-------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	-------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	-------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	-------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	-------	----
Peoria and Quawaka:				
---- ---- ----	----------	†	-------	----
Peru and Indianapolis:				
---- ---- ----	----------	†	-------	----
Petersburg:				
Mortgage (due 1863 to 1872)	163,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	-------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	6	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	-------	----
Loan of 1842	100,000	---	-------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	83
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,920	6	1860	----
Mortgage Loan	1,696,500	6	1864	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	-------	----
Alleghany Co. Loan	750,000	---	-------	----
Connellsville Loan	100,000	---	-------	----
Mc'Keesport Loan	100,000	---	-------	----
Baltimore Loan	1,000,000	---	-------	----
Cumberland Loan	200,000	---	-------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1866	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	-------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	350,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	650,000	†	-------	----
1st Mortgage (West'rn Division)	757,000	†	-------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	-------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	64,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,900,000	---	-------	----
2d Mortgage	913,500	---	-------	----
3d Mortgage	426,400	---	-------	----
Sacramento Valley:				
1st Mortgage	400,000	---	-------	----
2d Mortgage	856,000	---	-------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1866	....
Unsecured	45,000	7†	1868	....
Seaboard and Roanoke:				
1st Mortgage	300,000	....	1860	....
3d Mortgage	75,000	....	1870	....
4th Mortgage	60,000	....	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	....	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	....	1875	....
*Springfield, Mt. Vern. and Pittsb.				
1st Mortgage	500,000	....	.....	....
2d Mortgage	450,000	....	.....	....
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	....	.....	....
2d Mortgage	900,000	....	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	....	.....	....
St. Louis City Subscription	500,000	....	.....	....
St. Louis County Subscription	1,000,000	....	.....	....
Carondelet Subscription	50,000	....	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.				
.....	.....	.....	.....	.....
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	82
2d Mortgage (convertible)	2,000,000	7†	'68-'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	....	.....	....
Mortgage	46,000	....	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (I. Er., Wab. and St. Louis	2,500,000	7†	1865	....
2d M. (I. Er., Wab. and St. Louis	1,000,000	7†	1869	....
3d M. (I. Er., Wab. and St. Louis	1,200,000	7†	1891	....
Real Estate (I. Er., W. and St. L.	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	930,000	7†	1865	....
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	....
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	....
*Vermont Central:				
1st Mortgage	.....	....	.....	16½
2d Mortgage	.....	....	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	233,348	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	.....	.....	.....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	....	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£399,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
*Western Vermont:				
1st Mortgage	700,000	....	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Wilmington and Manchester:				
1st Mortgage	596,000	....	1866	70
2d Mortgage	1,000,000	....	.....	....
Income	177,000	....	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	....	.....	....
Sterling, issued in 1858	144,500	....	.....	....
Company's, endorsed by State	203,500	....	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	298,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending Nov. 7, 1860.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 6s, 1874	102	.....	102½	102½	.....	
U. S. 6s, 1865	.....	.....	.....	.....	.....	
STATE STOCKS:—						
California 7s	92½	92½	93	91½	92	92
Georgia 6s	.....	.....	.....	.....	.....	
Illinois 6s	.....	.....	.....	.....	.....	
Indiana 5s	.....	.....	.....	.....	.....	
" 2½s	.....	.....	.....	.....	.....	
Kentucky 6s	.....	.....	.....	.....	104	
Louisiana 6s	.....	.....	.....	.....	.....	
Maryland 6s	.....	.....	.....	.....	.....	
Michigan 6s	.....	.....	.....	.....	.....	
Minnesota 8s	.....	.....	.....	.....	.....	
Missouri 6s	76	76½	76½	.....	77½	78
New York 5s, 1874	.....	.....	.....	.....	.....	
" 6s, 1865	.....	.....	.....	.....	.....	
North Carolina 6s	92½	92	.....	.....	95	94
Ohio 6s, 1860	.....	.....	.....	.....	.....	
Tennessee 6s, 1890	87½	88	88	.....	87½	87½
Virginia 6s	86	86½	88	.....	92½	.....
RAILROAD SHARES:—						
Chicago, Burl. and Q.	82	82	82	84½	84½	83½
Chicago and Rock Isl.	63½	65	65½	66	65½	65½
Chicago and N. West.	.....	.....	.....	.....	.....	
Clev., Painesv. & Asht.	.....	.....	.....	.....	.....	
Clev. and Pittsburg	11½	11	11	.....	.....	11½
Clev. and Toledo	33	34	34	35	35½	33½
Del., Lack. and West.	.....	.....	.....	.....	90	.....
Galena and Chicago	70	70½	71	72½	73	71½
Hudson River	58	58	58½	59½	59½	58
Illinois Central (scrip)	72	72½	71½	74	74	72½
Indianapolis and Cinc.	.....	.....	.....	50	.....	.....
Michigan Central	62	62	61½	62½	64	62½
M. S. and N. I. guar'd	36½	38½	38	39½	41	40
M. S. and N. I.	17	17½	16½	17½	18	17½
Milwaukee and Miss.	.....	.....	11	12	.....	12½
New Jersey Central	118	.....	.....	.....	.....	14
New York Central	81	83	84	82½	83½	83½
New York and Erie	30	31	27½	31	33½	33½
N. York and Harlem	17	17	16½	17	17½	17
N. Y. and H. "pref."	40	40½	40½	40	41	40
Panama	122	122	.....	.....	123	122
Phila. and Reading	41½	42	42	42½	42½	42
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	.....	.....	.....	.....	.....	
Chic. and N. W. 1st M.	54	55	.....	.....	.....	
" " 2d M.	.....	29	.....	.....	.....	
" " S. F.	.....	.....	.....	.....	.....	
Cl. & Tol. S. F. 7 p.c. '85	.....	.....	.....	.....	.....	
D. L. & W. 1 M. 8 p.c. '71-5	.....	.....	.....	.....	.....	
" 2M. 8 p.c. '81	.....	.....	.....	.....	.....	
Gal. and Ch. 1 M. 8 p.c. '63	.....	.....	.....	.....	97½	
" 2M. 8 p.c. '75	.....	.....	.....	.....	.....	
Hann. & St. J. 1 M. 8s	.....	66	.....	66½	.....	
Hudson R. 1 M. 7 p.c. '69	.....	.....	101½	.....	106	
" 2M. 7 p.c. '60	.....	.....	.....	.....	102½	
" 3M. 7 p.c. '75	.....	88½	.....	.....	.....	
Illinois Centr. 7 p.c. '75	.....	94	93	93	.....	95
" " 6 p.c. '75	.....	.....	.....	.....	.....	
L. Erie & Wab. 1 M.	.....	.....	.....	.....	.....	75
" " 2 M.	.....	45	.....	.....	.....	46
Mich. Cen. S. F. 8 p.c. '82	96½	.....	.....	96½	96½	.....
" conv. 8 p.c. '69	.....	.....	.....	.....	.....	
Mich. Southern 1st M.	.....	.....	.....	.....	.....	
" " 2d M.	59	59	58	57	59	59
" " S. F.	.....	.....	77	77	78½	78
M. S. & N. I. 1 M. S. F.	.....	.....	.....	.....	.....	
" 2 M. 8 p.c. '77	.....	.....	.....	.....	.....	
Northern Ind. 1 M.	.....	.....	.....	.....	.....	
" " 2 M.	.....	.....	.....	.....	.....	
N. J. Central 1st M.	.....	.....	.....	.....	.....	
N. Y. C. 6 p.c. certif. '83	94	.....	.....	.....	.....	
" 1 M. 7 p.c. '64	.....	.....	103½	.....	.....	
N. Y. & E. 1 M. 7 p.c. '87	.....	.....	.....	.....	.....	
" 2 M. 7 p.c. '59	99½	.....	99½	.....	99½	
" 3 M. 7 p.c. '71	.....	.....	.....	91	.....	
" 4 M. 7 p.c. '80	.....	.....	82	.....	81½	
" 5 M. 7 p.c. '83	.....	82	.....	.....	.....	
" conv. 7 p.c. '62	.....	.....	.....	.....	71	
" " 7 p.c. '71	62	.....	.....	.....	60	
" S. F. '75	.....	.....	.....	.....	.....	
N. Y. & H. 1 M. 7 p.c. '73	.....	95½	95	.....	.....	
" 2 M. 7 p.c. '64	.....	.....	.....	.....	96½	
" 3 M. 7 p.c. '67	.....	.....	.....	.....	.....	
Penn. 1 M. 7 p.c. conv. '88	.....	.....	.....	.....	.....	
" 2 M. 6 p.c. st'g '75	.....	.....	.....	.....	.....	
Ph. and Read. 6 p.c. '60	.....	.....	.....	.....	.....	
" " 6 p.c. '70	.....	.....	.....	.....	.....	
T. H. and A. 1 M. 8s '72	.....	.....	.....	.....	.....	
" " 2 M. 8s '70	.....	.....	.....	.....	.....	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	.....	.....	.....	.....	.....	
America, Bank of	.....	.....	.....	.....	.....	
Commerce, Bank of	100	100	.....	.....	100	
Merchants' Exch. B'k	98	.....	.....	.....	.....	
Mercantile (Mar.) Ins.	.....	.....	.....	.....	.....	
Commonwealth Bank	.....	.....	.....	.....	.....	
Metropolitan Bank	.....	.....	.....	.....	.....	
MINING STOCK:—						
Pittsburg	60	60	57	.....	.....	
Rockland	21	21	22	.....	.....	
Minnesota	79	80	80	.....	.....	
Isle Royale	11	10½	10½	.....	.....	
MISCELLANEOUS:—						
Del. and Hud. C. Co.	94	94	.....	.....	.....	
Cumberland Coal Co.	.....	.....	11½	.....	11	
Penn'a Coal Co.	81	.....	.....	.....	81	
Pacific Mail S. S. Co.	92½	92	92	92	94	92½
Canton	17	18	17½	.....	17½	
Brooklyn Water W's	.....	104	104	.....	.....	

The following are the closing prices in the London Market on the 26th October:

United States 5 p. c. red. '74	94	to	94½
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60	92½	to	93½
Do. $100 shares, all p'd.	76	to	78
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage (sinking fund), 1882	92	to	94
Do. $100 shares	61	to	63
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	73	to	75
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	90	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	65	to	70
Do. Shares, assented	39	to	40
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	39	to	41
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, November 10, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

There has been some improvement in the share market during the week, though the tendency at the close of it is downward. The election has taken place, and with it a potent element of disturbance is removed. But the effect remains to be developed, and till this is more fully seen, any considerable advance cannot be reasonably expected. In the mean time the traffic of our railroads is excellent, and must continue so through the winter, so that whatever may be the prices of shares, they are steadily increasing in intrinsic value.

The only cloud hanging over the market is a political one. We shall soon see whether this is to expand or fade away. We referred to that subject somewhat fully last week. The subject is an interesting one, both as regards business matters and as illustrative of the character of our institutions.

Nashville and North-western Railroad.

The progress of the work on this road, the Nashville *Patriot* says, gives promise of its early completion. State bonds amounting to $175,000, have been issued to the company for the Western Division, showing 17½ miles eastward from the last terminal point of the work ready for iron. We have late information that the grading is done to a point three miles east of Huntingdon, making, in all, about 70 miles completed on the Western Division. The work on the Eastern is more difficult than that on the Western Division, but it is progressing with satisfactory vigor. The track-laying on this Division has reached a point 18 miles west of Nashville, but will have to be

stopped soon for want of iron. As soon as navigation opens, the iron will be brought up, the work will be resumed, and the track will soon be completed to Kingston's Springs, a distance of 24 miles. The grading beyond that point is being pushed forward, and will be ready, we are told, for the track-layers to the Tennessee River by next summer.

Chicago and Rock Island Railroad.

The earnings of this road for the fiscal ending July 1, 1860, were:

From passengers	$348,092 80
" freight	705,791 31
" mails, etc.	40,049 66
Total	$1,093,933 77

And the expenses were:

Repairs of road	$105,224 16	
" engines	39,733 70	
" cars	54,787 25	
" bridges	16,587 72	
" buildings, etc.	6,326 83	
Cost of iron for repairs	49,447 60	
Loss and damage	4,783 33	
Exchange account	6,478 13	
Contingent	16,001 68	
Oil, tallow and waste	12,806 53	
Fuel	108,754 62	
Conducting transportation	60,454 80	
Salaries of agts and cle'ks.	71,084 33	
Handling freight	52,976 55	
Station house expenses	10,110 86	
Stationery, etc.	7,103 84	
		622,661 43
Net earnings		$471,272 84
Interest paid on bonds	$97,790 00	
Rent of Peoria branch	125,000 00	
Taxes on real estate	36,704 79	
		259,494 79
Net income for the year		$211,777 55
To which add balance to credit of income account at the commencement of the year		630,138 34
		$841,915 89
And deduct dividend of three per cent. April 10, 1860		167,597 50
		$674,318 39
Deduct also amount invested in sinking fund		242,000 00
Leaving balance to credit of income account July 1, 1860		$432,318 39

BALANCE SHEET JULY 1, 1860.

Capital stock acc't	$5,603,000 00	
Mortgage bonds	1 397,000 00	$7,000,000 00
Railroad bridge company		4,731 10
Profit, balance of income account		432,318 39
		$7,437,049 49
Cost of road and equipment		$6,913,554 42
Illinois and Mississippi Teleg'ph Co.		13,785 52
1,015 shares Chicago and Rock Island Railroad Co. stock at par		101,500 00
Bills receivable		15,000 00
Sundry small balances		4,332 75
Stock of fuel on hand		77,668 26
Iron and other materials on hand		36,719 35
Balances due from other roads, cash and unsettled accounts in Cashier's hands, Chicago		219,912 19
Cash in hands of treasurer		54,582 00
		$7,437,049 49

President—HENRY FARNAM, Chicago, Ills.

Directors—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Wm. H. Macy, New York; John B. Jervis, Rome, New York; Henry Farnam, Norman B. Judd, John F. Tracy, Chicago, Ills.: Robert A. Forsyth, Newburg, N. Y.; Theredore S. Faxton, Utica, N. Y.; Ebenezer Cook, Davenport, Iowa.

Treasurer—E. W. DUNHAM.

Superintendent—JOHN F. TRACY.

Mississippi and Tennessee Railroad.

The gross receipts from transportation on this road for the fiscal years ending 1st October, 1859 and 1860, were as follows:—

	1859.	1860.
From Passengers	$65,394 24	$77,598 28
" Mail service	4,425 00	4,425 00
" Adams Express		1,447 75
" Freight	106,643 55	150,056 06
	$176,462 79	$233,527 09

—the mileage operated in 1859 was 65 miles, and in 1860 81 miles, and the earnings in those years were respectively $2,714 and $2,883 per mile.

The operating expenses in 1860 amounted to	99,392 41
leaving for net earnings the sum of	$134,134 68

This amount is subject to a further deduction of the salaries of president, treasurer, book-keeper, office rent, and interest on funded and floating debt, viz:—

Salaries	$6,500 00	
Rent of office expenses	800 00	
Interest on funded debt	38,657 96	
Interest on floating debt, premium, exchange, etc.	19,748 00	
		65,707 06
which deducted from $134,134 68 leaves		$69,427 62

During the past year sixteen miles of track have been laid, and the graduation, bridging, trestling, etc., of that portion of the route completed, and likewise that portion of the route between where the track terminates and Garner's Station, very nearly completed in its graduation, etc.

In a few days track-laying is to be recommenced and continued without further interruption to Garner's Depot, about eleven miles from Grenada, the terminus of the road.

On this eleven miles of route, over fifty thousand dollars of work has been done in the way of graduation, bridging, etc., and we can see no reasonable impediment in the way of its being completed within the contract time, that is, the first of March, 1861.

The entire amount of estimates returned by the Chief Engineer for work done, and iron, etc., purchased during the year, aggregates $195,667 42.

These expenditures, with the heavy floating debt of the company—at its last annual meeting amounting to $319,518 06—and the amount paid for additional rolling stock, has kept the company always hard pressed for money. But owing to heavy receipts from freight and passenger service, and an unsullied credit, the progress of the work has not been sensibly retarded.

It was mentioned in the last annual report that the Company owned only $150,000 of their first mortgage bonds, and that these were deposited with certain South Carolina banks as collateral security for a loan of one hundred thousand dollars. These bonds were taken by the banks in payment of the company's indebtedness to them—they having the option, at their prevailing market rates.

There has likewise been sold, absolutely, $88,600 and engaged $50,000 of the income bonds.

The floating debt of the company has been reduced from $319,518 06 to $241,781 76. This reduction has been caused by the sale of bonds and from the receipts of the road.

The rolling stock owned by the company consists of 7 locomotives, 6 passenger cars, 1 baggage and express car, 2 mail cars, 37 box freight cars, 68 platform cars, 10 hand cars, 8 dump cars and 4 rubble cars. Four new locomotives have been ordered from the Taunton Locomotive Manufacturing Company.

The following is the statement of the financial condition of the company as given by the Treasurer—

		Dr.
Railroad and appurtenances		$1,603,427 11
Locomotives	$71,406 23	
Cars	96,796 86	
		168,203 09
General and contingent expenses		74,292 31
Interest and discount		379,787 11
Operating accounts, 1859 and 1860.		79,854 68
Bills receivable		12,915 05
Ledger balances		11,438 41
		$2,329,917 76
		Cr.
Capital stock		$820,526 69
Cash		1,948 84
Bills payable		209,946 67
Tennessee bonds due in 1885	$98,000 00	
1st mortgage bonds due in 1876	400,000 00	
Income bonds due in 1870	88,500 00	
Mississippi State Loan	199 200 00	
Mississippi 2 per cent. fund	20,949 07	
		806 649 07
Profit and loss		229,088 85
Transportation		218,357 15
Privileges		177 50
Ledger balances		43,223 49
		$2,329,917 76

The following is a list of the directors and officers of the company for the year 1860-'61.

Directors—F. M. White, James Elder, Barnett Graham and Samuel Mosby, Memphis, Tenn.; J. C. N. Robertson and A. N. Mackay, De Soto Co., Miss.; Edward F. McGehee, N. R. Sledge and Wm. B. Dickins, Panola Co., Miss.; Nathaniel Howard, Grenada, Miss.; Robert S. Rayburn, Yalabusha Co., Miss.

Officers—F. M. WHITE, President; C. F. VANCE, Secretary and Treasurer; N. MERIWETHER, Chief Engineer; R. HOUGH, Superintendent.

Virginia and Kentucky Railroad.

We learn from the Wheeling *Union* that work has been commenced on the Virginia and Kentucky railroad at Bristol. The road is under contract from that place to Estillville, Scott county, Va. It is said that 3,000 hands will be at work upon the road by the first of next spring.

Hawkinsville Branch Railroad.

We learn that the survey of this road will commence in a few days, and that the subscriptions are sufficient to authorize its completion. The distance to the Macon and Brunswick road is about nine miles. Arrangements have been made, by which this stock is merged with that of the other road, and payable in 1862 and 1863. The road from Macon, it is expected, will be completed to Longstreet, opposite Hawkinsville, by about the 1st of January. The laying down of the superstructure and iron is now going on rapidly.

Asphaltic Roofing Felt.

We invite attention to the Advertisement of this article, in another column. We understand that it has given entire satisfaction wherever it has been used. The proprietors, David Anderson & Sons, Belfast, Ireland, who have been so long justly celebrated for the superior quality of their Patent Felt, in 1850 appointed Messrs. Edmiston Brothers, Commission Merchants, No. 8 Bowling Green, New York, their sole agents for the United States and these gentlemen execute orders and send samples and circulars on application.

The Felt is made up in rolls like canvass 32 inches wide, 25 yards long (equal to 200 superficial feet) and weighs about 84 lbs. per roll. In its most compressed state it is about the substance of strong sole leather, *and at least four times the thickness of any other roof covering now before the public.*

While combining the advantages of a slate, metal or tin roof, it avoids their practical defects, as it does not shrink or rend with the wood work.

Owners of first class dwelling houses who have been in the habit of using tin, now prefer these felt roofs, as they neither rust like tin, nor rot like shingles.

It should be laid from gable to gable, or across from eave to eave, stretched tight and smooth, overlapping one inch at the joinings and nailed through the overlap. When the whole roof is laid it should have a coating of cement or felt varnish, which requires to be renewed every fourth or fifth year. This varnish is supplied along with the felt, or separately.

The many advantages claimed for this roofing over all others:—such as its complete imperviousness to wet and damp, its incombustibility, etc., etc., we cannot even enumerate within the limits of this notice, but they are very fully set forth in the circular which will be furnished on application by the Messrs. Edmiston, to all who may desire it.

St. Louis Railroad Iron.

A contract has been made by Col. Thos. A. Allen, Vice President of the Lexington and St. Louis Railroad Company, on behalf of that road, for the iron rails, chairs and spikes necessary for the entire length of the track. The contract we learn, is quite liberal, and mutually advantageous to the parties concerned. The rails will be manufactured at the Laclede Rolling Mill of Chouteau, Harrison & Valle, in this city, *out of Missouri iron.*

Extensive preparations are making at the mill, with the expectation that a portion of the iron will be ready early in the month of December, and the Directors of that road expect to be able to lay the rails from Farmers City to Georgetown, a distance of about eight miles, by the middle of January next. This is an important movement in the right direction, and shows that we need not go from our State for any article required for the construction of our roads. The contract involves over a quarter of a million of dollars, quite an item to be kept at home as an encouragement for manufacturers.

This announcement, we believe, will be received with favor by the citizens generally of the State, and will direct the attention of parties interested in other roads to this point, where favorable contracts can be made. An establishment for the manufacture of railroad iron involves a very heavy outlay, and we therefore trust that the business will compensate the proprietors of the mill for their efforts in stopping here the large amounts paid for rails. We learn that the contractors, John M. Wimer & Co., have a large force on the work, and it is confidently believed the whole line of sixty miles will be completed and ready for the cars within the next twelve months, thus giving to the Pacific Railroad and this city the desirable trade of the counties of Pettis, Saline, Lafayette, Ray, Carroll and Clay.—*St. Louis Republican.*

New London City Bonds.

At a city meeting in New London, on the 27th ult., a committee was authorized to lease to the railroad company till 1867, the property involved in the $100,000 mortgage, for $3,000 a year; or to sell it to them for $50,000. By this, the city proposes to compromise by assuming and paying one-half of the debt, if the road will raise the other half.

Roanoke Valley Railroad.

At the annual meeting of the stockholders of the Roanoke Valley Railroad Co., recently held at Clarksville, Va., resolutions were passed appointing a committee of five to assist in procuring from the Legislature an appropriation to the Keysville extension, requesting the directors to take steps to collect the balance due from the Board of Public Works, and giving notice to delinquent stockholders in the Keysville extension, that unless the balance due on their subscriptions be paid within thirty days, then their stock will be sold at auction to the highest bidder.

Vicksburg, Shreveport and Texas Railroad.

The annual meeting of the stockholders of this company was held at Monroe, La., the 17th ult., and the following directors were elected:

C. G. Young, John Ray, C. H. Dabbs, C. H. Morrison, F. P. Stubbs, Henry M. Bry, J. C. Cummings, James H. Stephens, D. Faulk, of Ouachita; C. A. Manlove, of Vicksburg; D. M. Pugh, of Madison; Sack P. Gee, of Morehouse; W. M. Burns, of Bossier; L. M. Nutt, of Caddo.

The board organized in the evening and re-elected the following officers; Charles G. Young, President; O. D. Stilman, Secretary; and Jos. F. McGuire, Treasurer.

Illinois River Railroad.

This road is now open for travel between Peoria and Jacksonville, and connects at the former city with the Bureau Valley Railroad to a junction with the Rock Island road, thus forming a continuous line from Jacksonville to Chicago.

Michigan Southern Railroad.

The Adrian *Expositor* says the Southern railroad has just ordered one hundred freight cars, in addition to its present large accommodations. This is rendered necessary by the rapid accumulation of grain and other freight all along the road, beyond the power of the company to move it with their present stock—a thing entirely unprecedented before.

Springfield, Mt. Vernon and Pittsburg R. R.

This road, better known as the Delaware Cut-off, is to be sold at Springfield, Ills., ont he 5th of December, at 10 o'clock, a. m., under direction of the Sheriff of Clark County.

"The terms of sale of the railroad and franchises are $25,000 cash on the day of sale: balance in ten days thereafter, either in cash or in first mortgage Western Division bonds of the Company, each bond to be taken at its pro rata share of the purchase money which it would be entitled to on confirmation of sale and final order of Court. For the personal property the terms are cash on the day of sale, or 20 per cent. cash, and balance in the first mortgage Western Division bonds of the Company."

Henderson and Nashville Railroad.

At a meeting of the Board of Directors held at Hopkinsville on the 20th ult., Col. Edward S. Cheatham, President of the Edgeville and Kentucky Railroad Co., was unanimously elected President of this company. The Nashville *Patriot* says:

From the well known energy and capacity of the new President, we anticipate a speedy completion of this long deferred enterprise.—Its importance to Nashville as a thoroughfare to St. Louis, Chicago, and the rich producing regions of the great North-west, cannot be over-rated, and the cheap and abundant supply of coal that will immediately follow when it is opened to the great Kentucky coal fields, will give our manufacturing enterprises a fresh impetus, and relieve our citizens of the heavy tax now imposed upon them whenever Cumberland river is too low to bring that indispensable article from above.

Alexandria and Lynchburg Railroad.

We learn from the Lynchburg *Republican* that the railroad bridge across James River on the line of this road, has been completed so that the cars can cross, and that the event will be celebrated by a great railroad demonstration, some time between this and the annual meeting of the stockholders of the Alexandria Railroad Company, which takes place, we believe, on the 22d of November.

New London Northern Railroad.

The holders of the first mortgage bonds against the New London, Willimantic and Palmer Railroad corporation met on Friday, in New London, and organized a new company under the title of the New London Northern Railroad Corporation. A board of eight directors was elected, consisting of the following named gentlemen: Henry P. Haven, Robt. Coit, Acors Barns, Francis Allyn, and Wanton A. Weaver, of New London; William G. Johnson, of Montville: Lafayette S. Foster, of Norwich; and Charles H. Marshall of New York. Subsequently, at a meeting of the Board of Directors, Henry P. Haven of New London was chosen President. This corporation will immediately assume the management of the road.

Central Pacific Railroad.

A meeting of the Directors of this company was recently held at Harrisonville, Mo., for the purpose of completing the organization of the company and securing the survey and location of the road, as well as to arrange the means for the successful prosecution of the work.

Major N. B. Holden, *President of the company.*
C. Mackbee, *Vice-President.*
Judge McSpadden, *Treasurer.*
Jno. Cummins, *Secretary.*
Wm. Weeden, *Chief Engineer.*
B. W. Thomas, *Land Agent.*

We learn that the survey will shortly be commenced from Holden to Harrisonville, and will be extended to the junction with the Kansas Valley Road, near Lawrence, in that territory.

We learn also that the work between Holden and Harrisonville will be commenced simultaneously with the work on the Pacific Railroad west of Warrensburg, so that the track-laying may continue continuously from Warrensburg to Harrisonville.—*Warrensburg Missourian.*

Fort Erie and Chippewa Railway Company.

The *Advocate* speaks of this new enterprise thus: "Among the most significant features of improvement which tend directly to favor Buffalo, we may mention the building of the Fort Erie and Chippewa Railroad. This is a new enterprise, the existence of which has only lately come to our knowledge. The work, we learn, has considerably advanced. Wm. A. Bird, Esq., is President of the Company, and Wm. Wallace, Esq., is managing Director. With such men at the head of operations, we see no reason to doubt a successful consummation. Buffalo bids fair yet to become the radiating point of many railroads, and we wish all of them the prosperity which they deserve."

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 2nd, 1860.

The Annual Election for Directors of this Company, and for Three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the Second Wednesday (the twelfth,) of December next. The Poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

4145 GILBERT L. WILSON, Secretary.

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3. Base 12 ft.	Slopes	1½ to 1	16. " 24 "			1½ to 1
4. " 14 "	"	1½ to 1	17. " 25 "			1½ to 1
5. " 15 "	"	¼ to 1	18. " 26 "			1½ to 1
6. " 15 "	"	1 to 1	19. " 28 "			¼ to 1
7. " 15 "	"	1½ to 1	20. " 30 "			1 to 1
8. " 16 "	"	¼ to 1	21. " 30 "			1¼ to 1
9 " 16 "	"	1 to 1	22. " 30 "			1½ to 1
10. " 18 "	"	¼ to 1	23. " 32 "			1 to 1
11. " 18 "	"	½ to 1	24. " 32 "			1¼ to 1
12. " 18 "	"	1 to 1				

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Notice to Contractors.

OFFICE GEORGIA WESTERN RAILROAD Co.,
Atlanta, Oct. 4th, 1860.

SEALED PROPOSALS will be received at this office until the 1st day of December next for executing the Grading and Masonry on fifty miles of the Georgia Western Railroad, commencing at Atlanta, and extending into Haralson county.

Profiles and plans, with approximate estimates of quantities, will be exhibited at this office on and after the 15th of November. Payments to be made in cash, monthly. The work is in a healthy locality, and will present superior advantages to contractors in obtaining supplies.

By order of the Board of Directors.

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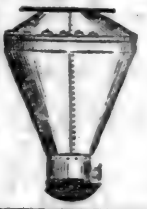
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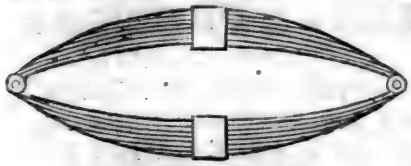
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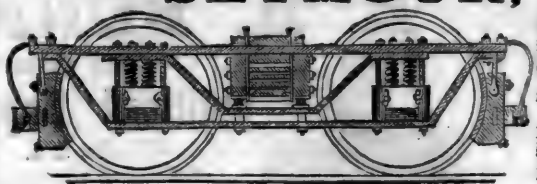
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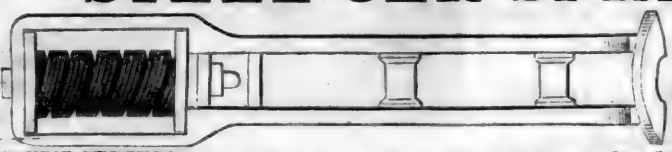
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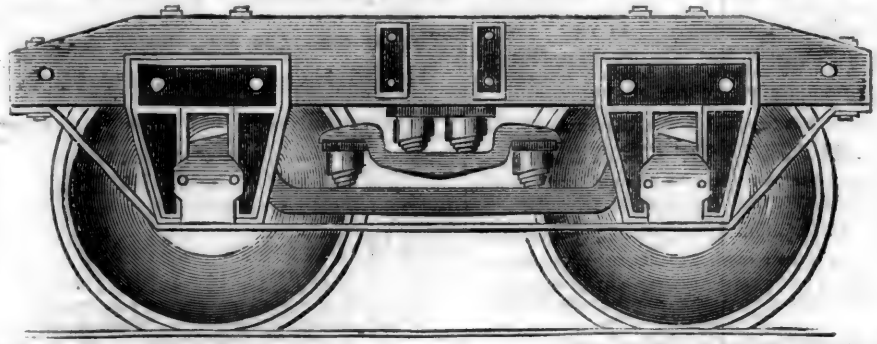
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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PRINCIPAL CONTENTS.

Detroit and Milwaukee Railroad 1013
Norfolk and Petersburg Railroad..... 1013
Stonington Railroad..... 1014
Banks: Presumption as to Knowledge of the Signature of their Customers 1014
New Orleans, Jackson & Great Northern R.R. 1015
Railroads of Virginia 1017
Share and Money Market..... 1024
The Political Crisis 1025
Central Railroad of New Jersey..... 1025
Buffalo, New York and Erie Railroad 1026
Railroad Progress in Cuba 1026

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, November 17, 1860.

Detroit and Milwaukee Railway.

Under the reorganization of this company C. J. Brydges has been elected President, Thomas Reynolds Vice-President, and C. C. Trowbridge, Secretary. The new company have just issued a circular-letter to the holders of the first and second mortgage bonds, and other creditors of the road, giving an exhibit of its finacial condition. After rehearsing the past history and present condition of the company, and speculating upon its probable receipts from the passenger and freight traffic, the President suggests the following as a means of relieving present embarrasment, and providing for the ultimate payment of the bonds named, as well as other debts:

To enable the company to pay in cash the sums ordered by the court to be liquidated out of the earnings of the line, it becomes necessary for the first and second bondholders to fund their present overdue coupons, and those maturing up to and including May 15, 1862. It is proposed to issue in exchange for the coupons thus to be funded, bonds maturing May 15, 1866, *having all the rights of the first and second mortgages respectively*, and bearing interest at the rate of seven per cent., payable semi-annually in cash. These bonds for deferred coupons will be paid in cash on May 15, 1866, or earlier, if the company's financial position will admit of it.

Holders of bonds to the amount of upward of one million of dollars have already given their consent to the arrangement, and having carefully examined, by agents specially appointed for that purpose, into the whole bearings of the question, they have come to the conclusion that the course now stated is the only feasible one to adopt, without resorting to expensive and harrassing legal proceedings, which after great delay, might probably not produce such satisfactory results as the present amicable arrangement.

It is hardly necessary here to state that the arrangements now announced will ultimately pay the deferred coupons in full in cash with interest for the period that they remain unpaid.

Holders of the first and second bonds will require to give their assent to this plan on the form herewith furnished, and forward it to either the Secretary in Detroit, Mr. C. C. Trowbridge, or to Mr. B. Baker, the Secretary in London, not later than the 15th of December next, from either of whom the proper bonds in favor of Trustees can be obtained in the exchange for the coupons, which coupons, it is proposed, shall not be canceled, but held in trust for the owners thereof.

Norfolk and Petersburg Railroad.

The annual meeting of the stockholders in this road was held at the office of the company in Norfolk, Va., on the 12th of April last. The report of the Directors was read by Henry Irwin, Esq., President, and the report of the committee appointed to examine the road and property of the company, by Geo. W. Camp, Esq. The report of the Chief Engineer and Superintendent, Wm. Mahone, Esq., giving a detailed account of the receipts, disbursements, etc., of the road was read by him. From this we learn that the income of the company for the fiscal year ending April 1, 1860, were:

From passengers		$50,534 28
" freight		27,727 93
" telegraph		5,957 24
		$84,219 45
And the expenses were:		
Maintenance of road	$16,370 57	
" machinery	7,911 66	
Conducting transportation	18,245 13	
Salaries, office exp. taxes, etc.	7,372 26	
Telegraph line	2,590 03	
		52,489 66
Net income		$31,946 54
Receipts from miscellaneous sources		216 75
		$32,163 29

It will be seen that the gross income from all sources was $84,436 20, which sum is equal to an average receipt per month of $7,036 35; and per mile of road of $1,055 45, and to $1 21 per mile run of all revenue trains. This amount of revenue as compared to that of seven months preceding the 1st of April, 1859, the beginning of the past fiscal year, shows an increase of $2,000 per month, or about 40 per cent. on the receipts of the road. The expenses, embracing every item properly chargeable to its management, were $52,489 66—equal to $656 12 per mile of road; 75.2 cents per mile run of all revenue trains, and 62.2 per cent. of the gross receipts of the company. The net income, $31,946 54, is only insufficient by about $10,000 to meet the current interest of the funded debt of the company. The Superintendent in his report says:

The Treasurer's books show at this time an indebtedness of $177,000, but in addition to this sum, there is due upon open accounts about $13,000, making in all, as near as may be, the Company's legitimate debt of this character $190,000. Of this amount $31,500 is due the State, and $12,262 to individuals for arrearages of interest upon mortgage bonds. Besides this sum, there are some $54,000 of paper which now lies over awaiting payment. The balance, about $88,000, matures between this time and the end of November of the current year, but principally during the months of April, May, July and November. In reconciling the $127,000 of floating debt as set forth in my last annual Report, and which had accumulated in the fall of '58 and '59, and at that time seriously threatened the very existence of the work, there were $51,500 of the first mortgage bonds of the Company disposed of upon condition that the same should be redeemed before the first of July, of the present year at 90 cts., the rate at which they were at the time taken in settlement. It is proper then to embrace this liability as a source of absolute indebtedness, and thus treating it, the floating debt of the company becomes $236,500, this latter sum being equal to $46,850, as the equivalent of the bonds at 90 cts.; while, however, this addition to the floating debt is made, the means of the Company are enlarged by the amount of bonds released, ($51,500.)

The resources of the Company applicable to all these obligations of debt, are, in Norfolk City Registered Stock, $8,630; in the Railroad Company's First Mortgage 8 per cent. bonds, $117,000; and in the late appropriation made by the General Assembly for the relief of the Company, $300,000. The latter has yet to be realized and

the former released by the retirement of the paper on account of which they are locked up as collateral. The bonds of the company ought now without difficulty to be made available at par, either in the satisfaction of the floating debt, or certainly in payment for whatever work may be hereafter undertaken in the further completion of the Road. The amount of the first mortgage is but for $600,000, and surely in addition to the property which it covers of an amount equal to one half of the *lien* itself, in fact appreciates its value or the bonds which it secures. Quite the entire sum appropriated by the Legislature will be applied to the permanent improvement and enlargement of the property covered by the mortgage, in removing the floating debt which trammels the capacity and usefulness of the Road and in completing the unfinished works which wise economy and its better interest urgently and equally require. I shall therefore regard the resources of the Company as in all material respects equivalent to cash and as of consequence amounting to the sum of $425,630, made up of State appropriation, $300,000; of Railroad 1st Mortgage Bonds, $117,000; and of City Scrip, 8,630. Deducting from this amount this indebtedness of the Company as hereinbefore stated, and there remains of available means $189,130, which sum is sufficient to replace all the trestle work upon the line with proper permanent structures—to complete the ballasting of the track—to erect station houses at Windsor and Wakefield—to enlarge the freight accommodations at Norfolk—to build a permanent station house at Petersburg, and to increase proportionally the rolling stock of the Road.

General Statement, March 31, 1860.

Capital stock by State of Virginia		$900,000 00
Do. by city of Norfolk		555,000 00
Do. by individuals		56,000 00
		$1,511,000 00
8 per cent. 1st mort. bonds,	$284,610	
7 do. do. do.	250,000	
8 do. 2d mort. do.	6,000	
		540,610 00
Bills payable		142,646 11
Incidental receipts		4,918 68
Tonnage transporatation		28,642 18
Passenger do.		42,183 41
Express freight		5,035 68
Mail		4,075 00
		$2,279,111 06
Road and equipment		$1,963,088 46
Interest, discount, etc.		201,737 80
Construction department		19,045 53
Machinery do.		12,645 75
Road do.		22,825 43
Transportation do.		15,384 79
Taxes		165 88
Incidental expenses		1,064 30
Law expenses		270 86
Investment for telegraph		9,300 00
Settlements now pending		10,686 79
Assets—Norfolk City acc't,	$3,630 00	
Individual stockholders,	10,681 37	
Cash	1,584 10	
		20,895 47
		$2,279,111 06

The following is a list of the directors and officers of the company for the year 1860-'61.

President—Wm. Mahone.

Directors on the part of the State—Geo. W. Camp, Chas. F. Collier, Geo. Bramble.

Directors on the part of the Stockholders—Thomas B. Rowland, John D. Myrick.

Treasurer—Wm. H. Hunter.

Atlantic and Gulf Railroad.

This great work is now completed and in operation to Quitman, Ga., 160 miles west of the city of Savannah.

Stonington Railroad.

The receipts of this company for the year ending 31st August, 1860, have been as follows:

Through passage	$109,065 45	
Local do	72,136 99	
		$181,202 44
Receipts from New Haven, New London, and Stonington Extension Railroad		12,270 54
Through freight	$81,182 37	
Local do	36,149 05	
		$117,331 42
Mail service	$7,500 00	
Balance due last year	2,410 76	
	$9,910 76	
Less am't due by P. O. De't.	3,548 44	
		$6,362 32
Total		$317,166 72
Interest on deposits	$1,128 44	
Do. on bonds held by Co.	930 00	2,058 44
Total		$319,225 16
Balance August 31, 1859		30,525 89
Total		$349,751,05
The expenditures have been		$187,529 23
Six per cent b'ds pur'd and canceled.		29,693 75
Div. Nov. '59, and J'ly '60.	$75,384 60	
Dividends unclaimed	2,367 60	73,017 00
Paid unclaimed dividends		1,980 00
New Haven, New London, and Stonington Extension Railroad		46 51
Balance in cash		38,959 56
Total		$349,751 05

The receipts for the year just closed show an increase of $60,424 38. In expenditure there is an increase of $46,814 93.

The number of passengers carried over the road during the past two years, is as follows:

	1860.	1859.	Inc.
Through passengers	117,213	86,361	30,852
Local do	100,713	85,638	16,075
Total	217,926	170,999	46,927

The amount of freight transported over the road the past two years is as follows:

	1860.	1859.	Increase.
Thr'h fre't. lbs.	75,874,000	62,256,000	13,618,000
Local do lbs.	21,376,000	15,536,000	5,840,000
Totals. lbs.	97,250,000	77,792,000	19,458,000

The receipts of the year were		$317,166 72
The expenditures 59 per cent		187,529 23
Net receipts		$129,637 49
The re'ts of last y'r were.	$256,742 34	
The expen'ure 55 per ct.	140,714 30	116,028 04
Gain in 1860		$13,609 45

The indebtedness of the company on the 31st of August last was as follows:

Six per cent. bonds		$306,500 00
Amount due but not presented		400 00
Total		$306,900 00
Less amount held by company		30,100 09
Leaving		$276,800 00

The total earnings of the New Haven, New London, and Stonington Extension Railroad for the year was $26,758 55.

The benefit derived from the connection with the Extension Road is:

From through passengers to and from New York and Boston	$7.691 00
From passengers to and from connecting roads	20,253 72
From passengers to and from stations on Stonington Road	11,819 85
From freight	5,153 82
Total	$44,917 89

Exclusive of the earnings of the Extension Road.

The Bonded debt of the company continues steadily to be reduced. During the past ten years the entire issue of the $250,000 7 per cent. bonds has been paid, and $262,700 of the 6 per cent. bonds paid, leaving but $276,800 outstanding. The real estate at Providence will no doubt soon be available, and will probably command from $50,000 to $75,000. This will be applicable to the extinguishment of the bonded debt.

The company has no floating debt, nor any construction account open.

Journal of Commercial Law.

Banks: Presumption as to Knowlege of the Signature of their Customers: Payments made upon checks are at the peril of the Bank.

The administrators of one Weisser brought an action against Denison, President of the North River Bank to recover a balance alleged to be due, for sums deposited with the bank by, and during the life, of their intestate. The plaintiffs claimed a balance of $1,739 70; and the defendant admitted that there was in the bank to the credit of the intestate, at the time of his death, the sum of $1,150 50. The difference $589 20, had been paid by the bank upon checks forged by one Harlin, a clerk of the intestate, at different times from February, 1848, to August, 1849. During this time the bank book of the intestate had been written up and balanced by the bank several times and the amount paid upon forged checks debted thereon, and the book with the vouchers returned to him. Harlin, the forger, was a confidential clerk of the intestate, transacting much of his business with the bank, and receiving from the bank in every instance with a single exception, the bank book when balanced, and the canceled vouchers, and on his return comparing the checks returned with the check book of the intestate, and reporting to his principal that all was right. He abstracted the forged checks from the vouchers returned, and after the discovery of his offence and his flight, the checks which were in controversy were found in his trunk with the bank mark upon them.

Upon the trial had in the Superior Court of the City of New York, the jury rendered a verdict for the whole sum claimed; amounting, with interest to $1,896 99. The Court, at General Term, modified this verdict by reducing the amount of recovery to the amount admitted to be due, together with the amount paid upon the forged checks prior to the time when the bank book was first balanced, and with the amount paid upon forged checks debted thereon; and a new trial was ordered unless the plaintiff would accept this modification. The plaintiff assented to this reduction and perfected judgment; from which, the defendants appealed to the Court of Appeals. The following is the opinion of the Appellate Court:

Allen J. The jury, by their verdict, pronounced the checks upon which the money in dispute was paid to be forgeries, and it is not claimed that the intestate, Weisser, after he had personal knowledge of the facts, did any act by which he made them his own. After the forgeries were discovered by him he did not in any manner recognize Harlin, the forger, as his agent for drawing the checks. The original payment of the checks by the bank was in their own wrong, and if paid to an innocent holder the money could not be re-

covered back. The defence in the action is based upon the alleged negligence of Weisser in omitting to examine his bank book after it had been settled and balanced by the bank and returned with the canceled vouchers, and to compare them with his check book, by which the forgeries might have been earlier detected. But I can find no principle upon which this defence can be sustained. First, The intestate was not within any rule of law estopped from alleging that the signatures of the checks were unauthorized. He did not act to give currency to the checks. He did not act with a view to influence the conduct of the defendants, or by which they were influenced and induced to part with their property or change their position. Second, the most that can be claimed is that the "writing up" of the bank book debiting in it the forged checks and returning the book with the vouchers was the statement of an account by the bank and that Weisser, by returning the account after a reasonable time for its examination had elapsed, without objection, must be deemed to have acquiesced in it and admitted it to be correct, and is equally bound by it as by an account stated. This is undoubtedly the result of his omission personally to examine his account and take seasonable objections to improper items. Still, inasmuch as the defendant has not, by the silence of Weisser been induced to take any action or lost any rights, the only effect of this is to cast the burden of proof upon Weisser and his representations to slow fraud, error or mistake in the account. The acquiescence in the account as stated can be of no more binding force than an express admission of the genuineness of the signitures to the forged checks would have been; and yet such admission made in good faith would not have concluded the party unless third persons had been induced to give credit to the checks and part with value upon the faith of such admission.

Third. It is said that Harlin settled the account with the bank as the agent of Weisser, and that the agent having knowledge of the forgeries and that the charges in dispute were based upon such forgeries, the principle was effected by the knowledge of the agent and must be deemed to have acted in person with full knowledge of all the facts and thus to have acquiesced in the payment of the forged checks from his funds. The principle that notice to an agent is notice to the principal is quite familiar, but is only applicable to cases in which the agent is acting in the course of his employment. Were it otherwise and did it extend to acts unauthorized and outside of the employment, whether trespasses or even felonies, the master might be made responsible for all the acts, whether tortious or otherwise, done by his servant while in his employ or acting professedly in his behalf if he did not act at once by disclaiming his authority. The servant would necessarily have knowledge of his own wrongful act, and within the rule sought to be applied, the knowledge of the servant would be that of his master; and if the latter, having knowledge, should not object, he might be deemed to acquiesce. He would thus, by a legal fiction, be charged with the tortious, fraudulent or even felonious act of his servant. This is not the law.

Had Harlin, in fact, settled with the bank, his acts in respect to the forged papers would not have bound Weisser. The allowance of the amounts would not have been unauthorized, and but a continuation and carrying out of his first offence, and no more obligatory upon his employer than the receipt of the money in the first instance at the counter of the bank. *Bankers are presumed to know the signature of their customers purporting to be drawn by them at their peril.* If they do not know them to be genuine they must take time to ascertain. The debit of the amount of these checks, not being authorized by the checks themselves, cannot be sustained upon the authority of Harlin in the settlement of the account. There being no drafts or authority from Weisser, the bank had but the verbal assent of Harlin to charge upon settlement of these amounts to the account of Weisser, and there is no pretence that Harlin was supposed to have authority to bind Weisser to that extent or that manner.

But there was no settlement with the bank except such as resulted from the acquiescence of the plaintiffs' intestate in the account by his silence. *The examination of the account by Harlin was not a transaction with the bank or in which they had any interest or of which they had any knowledge. It was a matter between Weisser and his clerk for the information of the former*, and whether faithfully or honestly done is not a matter material to the defendant. Weisser did not obtain the desired information; but he is in no worse condition and the defendant is in no better, than if no examination had been attempted, and in such case it would not be claimed that he would have been concluded by the account and his omission to examine it. The business was, in truth, transacted in the usual and ordinary way, and no negligence can attach to Weisser in the premises.

Mere lapse of time, in the abstract, however long, will not bar the right of the party to allege the forgery, provided he does it within a reasonable time after it is discovered. Lapse of time between the payment of the checks and the discovery of the forgeries is all there is upon which the defendant can rely in this action, and that cannot avail him as a defence to the action. I see no reason why the judgment of the Supreme Court at the trial term for the full amount of the verdict should not have been affirmed; and as the relinquishment of a part of the verdict of the plaintiffs, the whole of which they were entitled to retain, whether done upon their own motion or otherwise, cannot prejudice the defendant, the judgment below should be affirmed.

The First Railroad in Turkey.

A railway about thirty miles in length will shortly be opened from Smyrna to Turbali, which is nearly due east of the former place.

Tennessee and Alabama Railroad.

The gap in the road, between Athens and Nashville, has been reduced to five miles. It is thought that it will be completed by the first December. This will shorten the time between Tuscumbia and Nashville several hours.

Horse Railroads in Montreal.

At a late meeting of the Montreal City Council, power was conferred upon certain individuals to construct horse railroads through the city, and to levy fares on passengers traveling thereon. The fares which have been fixed by the Council are five cents for any distance within one district, six cents within two, eight cents within three, and ten cents within four, which latter is of course the maximum charge.

United States Securities.

For some years past, despite much writing to the contrary, a regular flood of investment of English capital has been setting in upon the United States. The usual rate of interest in that go-ahead country upon ordinary mercantile transactions being from 12 to 15 per cent., the more sober securities, which reach no higher than 7 or 10, are neglected by native capital, and hence much of the weakness and failure that attends so large a portion of railway enterprise on the other side of the Atlantic. These investments, however, have gradually been introduced to the English capitalists, so that year by year a larger interest is felt in the traffic of the States, not merely on account of Canadian but also of American connections. The history of companies in in the United States is now much better known than formerly, while prospects are more clearly appreciated, and difficulties less misunderstood. The vast length and frequent complication of many systems have rendered local or partial maps of comparatively little use, and an accurate delineation of the network of the continent an absolute desideratum. We therefore welcome with more than ordinary acceptance a complete outline of the whole American system, as issued by our contemporary in New York, and published in London by Algar, of Clement's-lane. This map, distinctly traced and elaborately colored, stretches from Maine to Kansas, and from Houston on the Gulf of Mexico, to Fond du Lac on Lake Superior. It consequently embraces the whole of Canada, and would for English purposes, be absolutely perfect did it set out New Brunswick and Nova Scotia. Should this elaborate work in its annual issues, as we anticipate, keep pace with the progress of the locomotive over the immence territories it comprehends, there will be no safer reference and no more practical and intelligent guide than "Poor's Railway Map of the United States and Canadas."—*London Railway Times.*

New Orleans, Jackson and Great Northern Railroad.

From G. D. Bustamante, Esq., of Kosciusko, agent to procure subscriptions to the capital stock of the New Orleans, Jackson and Great Northern Railroad, the *Choctaw* (Miss.) *Recorder* gleans the following information with regard to this road, in the early completion of which the citizens of Louisiana and Mississippi are alike deeply interested:

"The graduation upon Messrs. Cocke, Bradford & Co.'s contract of two miles from Canton to McWillie's mill in Attala Co., has been completed, and the work upon the remaining 14 miles to Kosciusko is being rapidly pushed forward by the energetic contractor, Col. J. M. Wesson, whose sub-contractors have about 400 hands upon the work. The iron for ironing the 40 miles from Canton to Kosciusko has been purchased, and the work of track-laying will be commenced at Canton next January, and, should the funds not fail, the cars will be running to Kosciusko by the 1st of December, 1861. At the Aberdeen end of the road the work of construction south is also in a very forward state of progress, under the direction of Messrs. Barker, Rogers & McAllister, who expect to have their work completed to the junction with the Mobile and Ohio Railroad, nine miles distant, and ready for the locomotive by the 1st of November, 1861.

With regard to the business of the road, it is daily on the increase, and as to its affairs, under the present efficient management, they continue in a most prosperous condition. The total earnings of the road for twelve months ending the 31st of August, 1860, were one million two hundred and twenty-two thousand seven hundred and forty-two dollars, an increase of three hundred and fifty-one thousand and twenty-six dollars, or a fraction over 40 per cent. over the receipts for the year ending August, 1859. In three years it is

estimated that the receipts of the road will reach fully two millions of dollars per annum. Mr. Bustamante is engaged in procuring further subscriptions to the road to insure its early construction through Attala on to the junction with Aberdeen end, and as the sooner the road reachers our county line the sooner will our railroad tax be made available and our citizens be placed in direct communication by one continuous road with the Crescent City, and as with an increase of subscription, too, the letting out at an early day of the whole route through Choctaw, Oktibbeha, Chickasaw and Monroe, to the junction with the Aberdeen end is secured beyond a contingency, we cannot, therefore, recommend too strongly the mission of Mr. B. to our county."

Williamsport and Elmira Railroad.

The creditors of this company will be glad to learn that the business of the road is larger than in any previous year, and is realizing more money, except, perhaps, in the year 1857, when freights were higher. The funded debt of the company is $1,000,000, at 7 per cent. One of the $35,000 of interest due on this debt in January, the company, we are informed, has earned and holds from the proceeds of four months' business $25,000—leaving only $10,000 to be realized in the remaining two months. At this rate, the company is earning more than the interest on its funded debt, which excess will go to the preferred shareholders, as the next creditors in order.

Railways in India.

The capital authorized to be raised under guarantee of the Government of India, for railways, steam flotilla, and Madras Irrigation, is 38,173,300*l.* There has now been actually raised and paid by the companies 31,228,335*l.*, leaving 6,944,965*l.* still to be raised. Only the sum of 632,376*l.* has been raised in India; all the rest has been from Great Britain. Up to the end of 1859 the Indian Government had advanced for interest guaranteed to the companies 3,854,403*l.*, and they have since paid in England a further sum of 691,801*l.*; but against this must be set the amount received by the Government from the traffic of completed portions of the railways,—an amount which had reached 562,000*l.* so long ago as in June, 1859. The following table, made up to 15th August last, shows the financial position of each company, the sum it has paid up, the sum which has been paid out and expended (partly estimated), the estimated balance due on account of each company, and the sum authorized but not yet raised :—

Companies.	Paid up.	Paid out.
East India....£	14,870,223	13,725,570
Eastern Bengal.....	568,038	449,017
Calcutta & S. East...	197,240	167,593
Madras.....	4,452,552	4,330,448
Great Southern.....	289,220	280,620
Great Indian Pen....	6,115,759	5,551,569
Bombay, Baroda.....	2,004,711	1,978,160
Scinde.....	1,244,932	1,136,626
Punjaub.....	704,956	542,822
Indus St. Flotilla....	249,505	192,250
Madras Irrigation....	531,199	35,568
	£31,228,335	£28,890,243

Companies,	Balance.	Not yet raised.
East India....£	1,144,653	629,777
Eastern Bengal.....	119,021	431,962
Calcutta & S. East..	29,647	52,760
Madras.....	122,104	547,448
Great Southern.....	8,600	300,780
Great Indian Pen...	564,190	2,717,541
Bombay, Baroda....	26,551	995,289
Scinde.....	108,306	5,068
Punjaub.....	162,134	795,044
Indus St. Flotilla...	57,255	495
Madras Irrigation...	495,631	468,801
	£2,838,092	£6,944,965

It must not be supposed that 38,173,300*l.* authorized will complete these great works; some 15,000,000*l.* more will be required.

Railroad Earnings.

The earnings of the St. Louis, Alton and Chicago Railroad, for October, were:

Passengers	$44,185 70
Freight	62,606 53
Mails and Express	3,391 53
Total	$110,183 76
Corresponding period in 1859	90,102 00
Increase	$20,081 76

The receipts of the Chicago and Northwestern Railroad in October were:

From passengers	$32,245 88
From freight, etc.	78,469 03
	$110,714 91
Same month in 1859	55,974 58
Increase	$54,740 33

The following statement exhibits the earnings of the Milwaukee and Mississippi Railroad for October, in comparison with the earnings for the corresponding month of last year:

	1860.	1859.
Freight	$141,184 08	$102,836 97
Passengers	20,398 15	20,281 67
Mails and receipts	3,422 88	1,835 42
Total	$165,115 11	$124,854 06
Increase		$40,151 05

The following is a comparative statement of the earnings of the Marietta and Cincinnati Railroad for the month of October, 1859 and 1860:

	1859.	1860.
Passengers	$13,319 69	$14,719 08
Freight	20,818 31	30,994 80
Mails and telegraph	2,666 14	2,677 30
Total	$36,804 14	$48,391 18
		36,804 14
Increase		$11,587 04

There were 12,574 tons of freight transported over this road during the month of October last.

The following are the earnings of the Great Western Railway of Canada for the week ending November 2, 1860:

Passengers	$22,351 17
Freight and live stock	31,486 08
Mails and sundries	1,333 79
Total	$55,154 00
Corresponding week of last year	42,997 98
Increase	$12,246 02

The receipts of the Grand Trunk Railway of Canada, for the week ending November 3, 1860, were | $84,866 82 |
Corresponding week, 1859	58,476 65
Increase	$26,390 17
Total traffic from July 1, 1860	$1,210,156 85
Do. for same period last y..	892,877 69
Increase	$317,278 16

The following is the official statement of the earnings of the Dayton and Michigan Railroad for October, 1859 and 1860:

	1859.	1860.
Passengers	$11,134 43	$15,366 32
Freight	13,745 50	20,127 72
Mails and express	1,046 33	2,531 98
	$25,926 26	$38,026 02
Increase in October, 1860		$12,099 76

The following is the Illinois Central Railroad Company's statement for October, 1860:

Land Department.

17,192 18 acres sold for	$293,620 62
48,839 43 " " since Jan. 1	798,901 07
1,237,260 55 " " previously,	15,735,837 02
1,286,099 98 " " Total	$16,534,788 09
Bonds canceled in October	$78,500 00
" " previously	1,589,500 00
Total bonds canceled	$1,668,000 00
Cash receipts in October, 1860	140,457 68
Total since Jan. 1	596,123 43
Total cash and bonds received to October 31, 1860	$3,903,551 33

NOTE.—Cash receipts in October abplicable to cancellation of Construction Bonds, $78,447 47; applicable to Interest Fund, $45,471 73; miscellaneous accounts, $14,574 96.

Traffic Department.

Total receipts for October, 1860	$307,185 79
Do. do. 1859	248,962 86
Increase	$58,222 93
Total receipts since Jan. 1, 1860	$2,185,350 26
Do. correspond'g period,'59	1,673,425 74
Increase	$511,924 52

Freight forwarded over Illinois Central Railroad.

	Oct. 1859.	Oct. 1860.	10 mos. 1859.	10 mos. 1860.
Wheat, bsh.	431,051	716,332	2,111,699	3,112,775
Rye, "	7,456	17,876	12,613	65,778
Corn, "	110,503	201,194	466,991	3,002,458
Oats, "	179,477	156,987	392,391	1,106,985
Barley, "	41,088	40,914	72,027	88,443
Flour, bbls.	19,353	41,297	94,340	188,612
Total*	866,340	1,339,796	3,527,421	8,321,499

* Reducing flour to grain.

The deliveries of flour and oats by the Illinois Central at Cairo during October were larger than any previous month, and, as compared with the deliveries at Chicago, show the extent of the Southern demand.

Flour delivered at Chicago in Oct., bbls.	9,304
Flour delivered at Cairo, bbls.	27,484
Oats delivered at Chicago, bushels	21,092
Oats delivered at Cairo, bushels	133,873

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for October, 1860, compared with the same month of last year:

	1859.	1860.
Passengers	$14,044 91	$15,306 71
Freight	39,649 44	51,080 11
Other sources	1,828 11	2,040 60
Total	$55,522 46	$68,427 42

The following is a comparative statement of the earnings of the Little Miami Railroad for the months of October, 1859 and 1860:—

October, 1860	$118,362 74
" 1859	103,030 90
Increase	$15,331 84

The earnings and expenses of the Michigan Southern Railroad for five months ending September 30, 1859 and 1860, were:

	1859.	1860.
Earnings	$687,630	$884,200
Expenses	397,404	401,882
Net earnings	$290,226	$484,318

The earnings of the Erie Railroad for the month of October, 1860, were | $587,241 06 |
| October, 1859 | 474,605 93 |
| Increase | $112,636 13 |

Annual Returns of the Railroad Companies of Virginia.

(*Continued from p. 997.*)

Corporate Titles of Companies.	Capital Account. Share Capital.	Funded Debt.	Other Liabilities.	Total Capital.	Cost of Road and Equipm't.	Miles of Road open.	Gross Earnings. Passenger Earnings.	Freight Earnings.	Other Earnings.	Total Earnings.	Current Expenses & Repairs.	Earnings less Expenses.	Dividends. Am't.	Rate.
1849.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p.ct.
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	39,592	1,665	41,257	25,618	15,639	9,000	6
Petersburg	769,000	.....	82,421	851,421	825,627	62.00	68,763	97,691	16,000	180,454	121,257	59,197	53,830	7
Seaboard and Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winchester and Potomac	180,000	203,333	20,965	404,298	556,416	32.00	20,079	66,328	5,028	91,435	83,364	8,071	22,500	12½
Richmond, Fredericksb. & Potomac	965,127	633,006	19,642	1,617,775	1,483,200	75.00	149,792	38,129	28,904	216,825	116,770	100,055	54,055	7
Appomattox	115,500	.....	.....	115,500	113,500	10.00	2,966	12,979	610	16,555	9,310	7,245	6,810	6
Louisa	609,909	41,907	32,023	683,839	704,955	62.84	28,414	34,469	8,743	71,626	33,588	38,038	12,000	2
Greenesville and Roanoke	200,000	6,741	.....	206,741	268,917	18.00	6,882	22,101	2,000	30,983	19,603	11,380	....	....
Richmond and Petersburg	685,600	116,576	26,660	828,836	941,195	24.91	39,260	51,531	9,508	100,299	72,542	27,757	....	....
Richmond and Danville	378,122	.....	.....	378,122	364,200	.....	.....	.....	....	.....	.....	.....	....	....
Orange and Alexandria	14,089	.....	.....	14,089	10,033	.....	.....	.....	....	.....	.....	.....	....	....
Total	4,062,347	1,001,563	181,711	5,245,621	5,433,043	296.75	314,156	362,820	72,458	749,434	482,052	267,382	158,175	....
1850.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	33,956	2,337	36,293	27,634	8,659	4,500	3
Petersburg	769,000	.....	150,851	919,851	923,821	62.00	96,188	98,941	16,000	211,129	114,949	96,180	57,675	7½
Seaboard and Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winchester and Potomac	180,000	203,333	26,082	409,415	558,000	32.00	23,861	67,672	5,329	96,862	79,347	17,515	22,500	12½
Richmond, Fredericksb. & Potomac	995,170	603,006	36,932	1,635,158	1,509,959	75.00	198,982	42,100	27,419	268,501	114,629	153,872	60,997	7
Appomattox	120,000	.....	.....	120,000	120,000	10.00	3,118	14,972	647	18,732	10,297	8,435	7,200	6
Virginia Central	723,760	167,762	36,279	927,801	943,984	70.07	49,043	32,564	9,490	91,097	60,992	30,105	38,594	6
Greenesville and Roanoke	200,000	.....	.....	200,000	200,000	18.00	7,867	29,896	2,000	39,763	22,051	17,712	17,000	8½
Richmond and Petersburg	685,600	112,574	63,974	862,148	943,291	24.91	51,936	55,961	9,512	117,409	76,026	41,383	30,532	4½
Richmond and Danville	864,529	.....	95,938	960,467	952,236	.....	.....	.....	.....	.....	.....	....	....	....
Orange and Alexandria	171,646	.....	.....	171,646	52,827	.....	.....	.....	.....	.....	.....	....	....	....
South Side	259,475	.....	.....	259,475	211,216	.....	.....	.....	.....	.....	.....	....	....	....
Blue Ridge	73,094	.....	.....	73,094	73,094	.....	.....	.....	.....	.....	.....	....	....	....
Virginia and Tennessee	402,337	.....	.....	402,337	315,769	.....	.....	.....	.....	.....	.....	....	....	....
Total	5,594,611	1,086,675	410,056	7,091,342	6,954,197	303.98	430,990	376,062	72,734	879,786	505,925	373,861	239,000	....
1851.														
Chesterfield	150,000	.....	.....	150,000	150,000	12.00	.....	23,230	10,538	33,768	18,072	15,696	13,500	9
Petersburg	769,000	37,102	139,739	945,841	964,410	62.00	84,718	91,379	15,936	192,033	124,606	67,427	49,985	6½
Seaboard and Roanoke	500,000	200,000	50,000	750,000	747,863	80.00	23,117	10,308	1,346	34,771	23,181	11,590	....	....
Winchester and Potomac	180,000	203,333	28,812	412,145	560,000	32.00	26,487	66,298	5,701	98,486	72,627	25,859	10,800	6
Richmond, Fredericksb. & Potomac	996,655	633,006	43,441	1,643,102	1,531,238	75.00	190,007	45,759	27,821	263,587	120,149	143,438	65,272	7
Appomattox	120,000	.....	.....	120,000	120,000	10.00	4,198	18,046	518	22,762	13,258	9,504	7,200	6
Virginia Central	914,285	199,643	56,054	1,169,982	1,269,762	97.67	65,760	70,683	7,586	144,029	78,815	65,214	79,680	10
Greenesville and Roanoke	200,000	.....	.....	200,000	200,000	18.00	9,776	25,685	2,000	37,461	22,829	14,632	15,000	7½
Richmond and Petersburg	685,600	112,574	71,381	869,555	945,822	24.91	50,006	50,482	9,781	110,269	77,302	32,967	....	....
Richmond and Danville	1,195,865	140,400	88,593	1,424,858	1,405,538	27.69	7,064	12,545	345	19,954	14,685	5,269	....	....
Orange and Alexandria	547,305	.....	60,448	607,753	566,543	.....	.....	.....	.....	.....	.....	....	....	....
South Side	674,261	.....	.....	674,261	639,336	.....	.....	.....	.....	.....	.....	....	....	....
Blue Ridge	260,136	.....	.....	260,136	260,136	.....	.....	.....	.....	.....	.....	....	....	....
Virginia and Tennessee	1,137,105	.....	154,422	1,291,527	1,022,565	.....	.....	.....	.....	.....	.....	....	....	....
Manassa Gap	103,790	.....	.....	103,790	72,262	.....	.....	.....	.....	.....	.....	....	....	....
Total	8,433,922	1,526,058	642,890	10,602,870	10,455,475	441.27	461,133	414,415	81,572	957,120	565,524	391,596	241,437	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,933	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,900	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	297,626	111,232	—	.....
30 Jun. '59	67.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,684	—	116,310	—	—	—	—	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,407	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,643	1,120,598	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,822	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,671,617	*	—	785,950	729,000	—	1,585,266	22.5	.....	270,293	143,787	....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,510,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,830	127,506	8	.....
31 Dec. '59	61.0	—	3.0	—	....	....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	.....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,682	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	552,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,606	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	*53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	103
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	83½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	....	—	58	67	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	58½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	61
.. .. '57	176.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	656,624	—	65
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	....	129.0	....	....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	43,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,326	—	.....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,985	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	55
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	—	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	64,274	7	90
30 Jun. '60	65.1	—	....	—				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,602,740	65.0	.....	270,053	124,869	—	86
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750.666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*V. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	205 0	30	19	364	*V. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	....	168.0	....	....	.....	Vicksburg, Shreveport & Texas	929,418	*	—	882,922	58,744	50,284	99 ,080	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 331	*	—	151,833	444,638	160,910	757,391	36.5	.....	40,155	24,676	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	191,209	2,307,566	137.6	73,186	281.92[illegible]	89,76[illegible]	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	160,226	6	—
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271.143	2,990,998	72.6	.....	1[illegible],616	81,69[illegible]	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75 0 0	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.6	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	65
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	298,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,51[illegible]	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	801,380	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,865	2,671,887	28.6	352,512	531,47[illegible]	208,79[illegible]	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	563,434	915,626	450,09[illegible]	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,52[illegible]	654,67[illegible]	337,64[illegible]	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,52[illegible]	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,72[illegible]	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271.59[illegible]	138,22[illegible]	4½	88
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	—	699,152	343,915	—	84½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,425	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,802	659,48[illegible]	267,450	6	101
30 Nov. '59	14.0	2.4	—	—	3	3	—	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,76[illegible]	12,79[illegible]	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	20,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	138,374	229,295	68,516	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,267	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,33[illegible]	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	26,88[illegible]	22,53[illegible]	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,75[illegible]	306,41[illegible]	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,486	48,35[illegible]	27,000	6	—
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,83[illegible]	136,38[illegible]	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,521	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatun.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,33[illegible]	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,73[illegible]	106,317	—	15
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,08[illegible]	830,14[illegible]	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,44[illegible]	94,24[illegible]	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,03[illegible]	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,089	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,91[illegible]	886,69[illegible]	—	53
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	339.0	.....	2,019,42[illegible]	777,27[illegible]	—	15
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- --	'59	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- --	'59	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,092	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,402	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	231,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,209	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,15[illegible]	.....	—	.....
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,316	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	96.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	96.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,72[illegible]	66,238	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	3[illegible],741	125,13[illegible]	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,66[illegible]	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,36[illegible]	8	65
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,602	1,526	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern M[illegible]	s.	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,860	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	90½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	872	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	92.0	268,657	353,101	187,136	4	56
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	183,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	133
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	122½
1 Mar. '60	—	—	.....	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	.....	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	133
30 Nov. '59	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	1[illegible],685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	66,582	—	—	—	15,444	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,962	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	—	73.6	4	6	39	Black River and Utica	1,156,148	61,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,283	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,903	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,044	—	150.0	700,224	1,842,636	770,096	—	69½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	124
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	71
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	31
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	15
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	-731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	64.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	60,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	—	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	66,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	76
— — '59	37.0	—	—	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	98½
31 Dec. '59	67.0	—	—	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	112
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,418	772,093	332,093	4	12
30 Apr. '59	109.2	79.4	—	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	28
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	55
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	—	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	106,304	161,886	44,615	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	85
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,282	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	1½
31 Aug. '58	137.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
— — '58	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '58	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '58	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '58	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	864,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	89
30 Nov. '58	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '58	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	15.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	163,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '58	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	20.2	15	6	—	—	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '58	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '58	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	—	847,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,882	386.0	—	5,362,355	2,231,617	—	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '58	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,456	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '58	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	35
31 Dec. '58	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '58	98.0	6.0	—	—	81	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,000,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	427,650	—	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,966,988	674,655	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e9,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,506,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- -- '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	557,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
1859.....	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,255	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859.....	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859.....	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- -- '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702.271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	73
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288.297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365.300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,88o	643,960	96,828	.....	78.6	159,981	279,945	145,885	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,553	.....	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3.132,445	1,485,346	43,606	8,816,522	195.0	304,195	652,405	382,696	4	80
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872.000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	.....
-- -- '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	23.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	459,943	—	13
-- -- '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	81,045	—	.....
-- -- '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- -- '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- -- '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351.133	.....	46,954,261	761.0	2,049.997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
-- -- '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- -- '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- -- '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- -- '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
-- -- '59	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60 0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- -- '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
-- Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	13	116

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	65
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	82
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	97
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	[590,000	---	------	70
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	387,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	392,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,500,000	---	------	47
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	67½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1876	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**	----------	---	------	----
***Columbus, Piqua and Indiana:**	----------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
	----------	†	------	----
	----------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	98
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	97½
2d Mortgage (S. F.)	1,738,000	7	1875	95
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	65
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'60-'70	108
2d Mortgage	1,980,000	7	1860	102
3d Mortgage	1,840,000	7	1875	96½
Convertible	1,002,000	7	1877	87
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	92
Construction	4,115,000	6	1875	92
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	560,000	7	1866	82
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1866	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	15
2d Land Grant (Western Div.)	353,600	†	------	15
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	----	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	----------	------	----
Mortgage	----------	----------	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	95
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80
2d Mortgage	2,175,000	†	1877	50
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	523,000	8†	1862	65
1st Mortgage (convertible)	650,000	8†	1863	64
1st Mortgage (convertible)	1,250,000	8†	1877	64
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	364,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1860	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1836	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	92½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1863	92½
Premium Consolidated Stock	8,000,000	6	1863	92½
Real Estate	221,000	6	1883	92½
New Convertible	3,000,000	7	1864	103
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	95½
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	75
5th Mortgage	1,277,000	7	1883	91½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	95½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	85,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	6	------	93
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¼
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	83
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	616,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	856,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	82
2d Mortgage (convertible)	2,000,000	7†	'68-'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
***Vermont Central:**				
1st Mortgage	----------	---	------	16⅔
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	293,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	393,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Nov. 14, 1860.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
FEDERAL STOCKS:—						
U. S. 5s, 1874	103	102	100½	100	100	----
U. S. 5s, 1865	----	----	----	----	----	----
STATE STOCKS:—						
California 7s	93	93	92	91	90	89
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	93	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	103
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	77⅛	76½	76½	75	73	73
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	94	94½	93	90	90	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	87	87½	----	----	82½	83
Virginia 6s	90	88	----	86	85	87
RAILROAD SHARES:—						
Chicago, Burl. and Q.	79	78	77½	74½	73	73½
Chicago and Rock Isl.	63	60	58	53	53	54
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	11½	11	11	----	----	----
Clev. and Toledo	33½	31½	31	27	28	28
Del., Lack. and West.	90	90	90	----	----	----
Galena and Chicago	70	68	66	61	60	61
Hudson River	57½	56	55	50½	48½	50
Illinois Central (scrip)	72	70	68	60	60	65
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	62	60	58	52	50	53
M. S. and N. I. guar'd,	38½	36	36	31½	31½	35
M. S. and N. I.	17	16	15½	14	14	15½
Milwaukee and Miss.	12	11	11	11	10	12½
New Jersey Central	114	----	----	----	112	10
New York Central	82	80	78½	76	70	73
New York and Erie	33	34	32	29	27	31
N. York and Harlem	16½	16	15½	14½	14½	15
N. Y. and H. "pref."	38	39	37½	33	32	34
Panama	122½	121	119	116	115	116
Phila. and Reading	42	39	37	34	32⅜	35
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	54	----	50	----	47
" " 2d M.	----	27	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	66	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	95	95	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	97½	----	----	----	----
" 2M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '60	----	----	----	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	94	93	93	92½	92½	92
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	74	----	----	----	----
" " 2 M.	----	46	----	----	----	44
Mich. Cen. S. F. 8 p.c. '82	96	----	----	95	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	58	----	----	55	50	50
" " S. F.	----	----	77	71	70	----
M. S. & N. I. 1 M. S. F.	77	75½	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	----	----	92½
" 1 M. 7 p.c. '64	----	----	----	----	103	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	104	----	----	----
" 2 M. 7 p.c. '59	98½	----	----	99	----	95
" 3 M. 7 p.c. '71	92	91½	----	91	----	----
" 4 M. 7 p.c. '80	----	----	80	----	----	75
" 5 M. 7 p.c. '83	----	72	----	----	67	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	61	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	95	95	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	98	97½	----	----	----	96
American, Bank of	----	----	----	----	----	----
Commerce, Bank of	100	----	100	----	97	96
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	111	111	----	----	----	----
MINING STOCK:—						
Pittsburg		55	----	----	----	----
Rockland		22	----	----	----	----
Minnesota		78	----	----	----	----
Isle Royale		10¼	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.		----	----	----	----	90
Cumberland Coal Co.		----	----	----	----	8
Penn'a Coal Co.	81	----	80	----	----	----
Pacific Mail S. S. Co.	93	93	90½	86	83	76
Canton		----	----	17	----	14
Brooklyn Water W's		----	----	----	----	----

The following are the closing prices in the London Market on the 26th October:

United States 5 p. c. red. '74	94	to	94½
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	76	to	78
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage (sinking fund), 1882	92	to	94
Do. $100 shares	61	to	63
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	73	to	75
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	90	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	88	to	85
Do. Bonds, 1862, '71, '75 do.	65	to	70
Do. Shares, assented	39	to	40
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	39	to	41
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, November 17, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The panic in the stock market the past week has exceeded in severity anything previously experienced. Although in business everything has thus far gone on pretty much as usual, there is no picture of distress which active imaginations have not painted, with which to feed themselves, and an excited public. We now begin to see that excessive license of opinion even upon political matters is as injurious as actual waste or destruction of property, and that disruption of political unity means nothing less than the ruin of the material interests of the country. The lesson is a severe one, but may prove to be the only thing to bring the country to reason.

But for the political excitement that prevails, every interest in the country would be exhibiting evidences of extraordinary prosperity. The northwest is fairly getting on its legs again. Our internal commerce is now exceeding in bulk and value all precedents. The earnings of our railroads were never so great, and the prospect before them never so flattering. They are no less valuable than before the recent fall. The political clouds have only to be removed to have prices spring back to their former figures.

The money market usually takes its tone from the aspect of political affairs. If we are to indulge in civil war, it is plain to see that this is to put a stop to the collection of debts. The means of the merchants will be in worthless paper. No one in view of his own necessities will part with a dollar. Everything is thus brought to a dead stand. There is good reason to hope that the panic, which is not created by a deficit in the

material wealth of the country, will soon subside. Were the present political apprehension calmed, there would be instant and effectual relief.

The Political Crisis.

If the threatened political outbreak be finally consummated, the result must be most disastrous to all railroad enterprises, particularly in the Southern States. The sections most needing railroads are unable to provide sufficient means for their construction. These, for the railroads of all purely agricultural districts, both north and south, are to a considerable extent supplied from the great commercial centres—New York in the first place, and through her from abroad. For the rails, at least, a credit must be had in one way or another. Many of the Southern States are in full blow with their schemes. But if the General Government is to be shattered, there is an end, for the present, of credits. All enterprises that have not their means fully secured, must be laid up. No matter how peaceable and amicable the parting of the States may prove to be, the world has not yet had such an example, and will act in reference to very different ones, till the opposite is fully demonstrated.

The material interests of the country are the all important ones. The first step in their development are railroads. They are an equally essential element in political affairs. Is it wise to forego such advantages for political abstractions—or, at best, for apprehensions that may never be realized? Already have contracts for rails and materials come to a dead stand. The future must look much more promising before things will move again.

The railroad men of the country can do much in the present crisis. The new roads want money and material, from which they are at present cut off; the old ones, traffic, which must be most injuriously affected by extreme measures. By the stimulus they have given to our internal commerce, they constitute the strongest tie that now binds the States. By the means they supply for social intercourse they promote an homogeneousness of thought, sentiments and habits, which is next in strength to the tie of interest. The two together must prove stronger than theoretical abstractions, or partisan zeal, and, in the end, compose all the differences that now threaten the peace and tranquillity of the two extremes of the country. Such being the case, it is the duty of every citizen to do what he can to bring about a better state of things, and to check the panic now prevailing, and to mitigate its effects.

Blue Ridge Railroad Company.

The annual meeting of the stockholders of this company was held in Charleston on the 31st ult., at which the president submitted a report on the condition and prospects of the road, and also a report of Colonel Walter Gwynn, Chief Engineer, and statements and exhibits of the Treasurer, which were read and ordered to be printed in pamphlet form.

An election was held for nine Directors to serve for the ensuing year, which resulted as follows:

Hon. Edward Frost, Hon. Chas. Macbeth, Mayor of Charleston, Henry Gourdin, Charles M. Furman, George A. Trenholm, Robert Adger, William C. Dukes, Charles T. Lowndes, Richard Yeadon.

An election was entered into for officers for the ensuing year, which resulted as follows:

Hon. Edward Frost, President.

Wm. H. Perronneau, Sec. and Treas.

The above road is a continuation of the Greenville and Columbia Railroad from Anderson, South Carolina, to Clayton, Georgia; Murphy, North Carolina, and Ducktown, Tennessee to Cleveland and Chattanooga.

Pease's Improved Oils.

We give elsewhere the advertisement of F. S. Pease, Esq., of Buffalo, N. Y., relating to a patent oil manufactured and sold by him, for both lubricating and burning purposes. This oil has been in use on the New York Central Railroad for over five years, on the Buffalo, New York and Erie for over six years, on the Toledo and Wabash for over four years, on the Buffalo and Erie, and a number of other first-class roads, and is recommended by them in point of economy and durability for railroad purposes. It has been in use for several years on our government steamers, and is endorsed and recommended by the United States government for lighthouses, signals and engine use. A dynamometer test was made at the American Institute with the greatest care, by an instrument as accurate as mechanism could make it, arranged for testing the friction of metals and oils. These oils proved themselves equal to the best sperm, and they granted to the exhibitor a medal. Chemical tests by Headly show that these oils have no acid reaction; that they stand the greatest degree of heat without change; that of melted lead 600° Fah. and higher without change, and consequently were unaffected when other oils were burned or dried up. In burning, some parties testify that they proved themselves equal, if not superior, to the best sperm, the heating of the lamp being much less and the burning far better than sperm. In a trial made with the car oil, as the manufacturer terms it, on the New York Central Railroad, a sleeping car was run over 10,000 miles with only one oiling; the bearings remaining in good order and free from gum. The oil is equally superior for manufacturers, steam engines and mecanical works generally, and while it is not a volatile oil, it is free from acid reaction, and will stand a great degree of cold or high degree of heat. Mr. Pease is in possession of folios of recommendations from users of his oil, some of them speaking of it in flattering terms.

Central Railroad of New Jersey.

The following is a comparison of the receipts, expenses and net earnings of the nine months ending September 30, 1860, with the same months of 1859:

	1860.	1859.
Receipts, nine months.	$891,667 45	$708,984 81
Expenses, do.	350,021 19	280,946 58
Net earnings, do.	$541,646 26	$428,037 73
	Increase in 1860.	
Receipts, do.	$182,683 14 or 26 per cent.	
Expenses, do.	79,074 61 " 25 " "	
Net earnings, do.	$113,608 53 " 27 " "	

The following disposition has been made of the net earnings $541,646 26

Interest nine months, including $33,333 33, accrued but not payable.	$158,063 69	
Dividend 7½ per cent., nine months	270,710 00	
		428,773 69
Surplus of earnings		$112,872 57

Of this surplus there has been applied to the purchase of engines, $46,800; and expended on property or permanent accounts, $25,932 14. There was applied to the payment of $100,000 first mortgage bonds, over the amount received on stock $28,600, and the remainder, $11,540 43, is either on hand in cash or appears in an increase of the accounts receivable.

Buffalo, New York and Erie Railroad.

From the annual report of this company for the fiscal year ending September 30, 1860, we learn that the earnings during that period were:

From Passengers	$185,751 20
" Freight	422,713 22
" Rochester division	6,706 77
" Mail, express, etc.	14,829 34
	$580,000 53

And the expenses were:—

Operating road	$174,254 81	
Maintaining road	96,412 10	
Repairs of machinery...	66,379 72	
		337,046 13
Net earnings		$242,954 40
The interest on the entire liabilities of the company paid during the same period was		181,416 15
Leaving a net surplus of		$61,538 25

—being upward of nine per cent. on the entire capital stock of the company.

Compared with the previous year, the gross earnings show an increase of..	$38,750 93
With a reduction in expenses of..	31,882 11
Making the increase in net earnings ..	$70,633 04

The interest on the permanent debt of the company, viz: $2,000,000 of first mortgage bonds, $380,000 of second mortgage bonds, and $33,516 22 of real estate mortgages, amounts yearly to $168,946 12. The difference between this sum and the amount paid on interest account during the year, is $12,470 02. This amount was expended in paying the accrued interest on such of the bonds of the former company, being liens on the Buffalo and Attica Division of the road, as have been returned and exchanged for bonds of this company, and for interest on a part of the floating debt, exchange, etc. The floating debt of the company at the date of the last report, September 30, 1859, was $252,142 01. This has been reduced during the year to the present sum of $201,681 90. The actual floating debt, aside from open accounts, is about $100,000; and the report says it is not an extravagant estimate to assume that, within the ensuing two years, this debt may be wholly extinguished, so that the surplus earnings of the company may thenceforth be safely applied in paying dividends on the capital stock of the company. The assets of the company, exclusive of its railroad, real estate, machinery and equipments amount to $341,814 53, being an excess of $140,132 63 over the amount of the existing floating debt. They consist principally of cash on hand, balances due from other companies, materials on hand (fuel, oil, iron, etc.), and the proprietary interest in the Rochester and Genesee Valley Railroad, the value of which to the company is fully equal to the estimate.

A more perfect connection at Elmira, the report says, with the Southern roads is required for the accommodation of the coal and iron traffic. This can be obtained by the construction of an independent road from Corning to Elmira, to be con-

trolled and operated by this company, or by an extension of our own line to that point, a distance of 18 miles.

Balances of the General Ledger, Sept. 30, 1860.

Cost of road and equipment		$3,163,765 95
First mortgage bonds on hand, to liquidate Buffalo and N. Y. City R. R. bonds		107,690 00
Coupon account, 1857		14,350 00
ASSETS, as follows:—		
Avon, Gen. & Mt. Morris R. R. stock	$1,112 75	
Rochester & Gen. Valley R. R. stock	149,940 00	
Quincy and Toledo R. R. bonds	8,080 00	
B. & N. Y. C. R.R. bonds	6,115 75	
Buffalo, N. Y. & Erie R.R. bonds	47,910 00	
Inventory of material	68,851 38	
Cash on hand and in banks	11,075 63	
Due from agents (since remitted)	85,220 32	
Bills receivable	1,707 89	
Other roads	3,354 28	
Individual accounts	4,801 38	
Post Office Department	3,645 18	
		341,814 53
Total		$3,627,620 48
Capital stock		$680,000 00
FUNDED DEBT:—		
1st mortgage bonds	$2,000,000 00	
2d " "	380,000 00	
Real estate "	33,516 22	
		2,413,516 22
1st mortgage B. & N. Y. C. R. R., Buffalo to Attica		107,690 00
FLOATING DEBT:—		
Bills payable	$79,832 80	
Pay rolls	54,923 84	
Other roads	10,273 05	
Individual accounts	56,652 21	
		201,681 90
Balance of income account, Sept. 30, 1860		224,732 36
Total		$3,627,620 48

Railroad Progress in Cuba.

We learn that the new road which has been constructing for the last two years, between the towns of Guines and Matanzas, has been completed and opened on the 14th September to the traveling public, with imposing ceremonies, by the Captain General Serrano. Guines is on the line of road from Havana to Union and Isabel. Hitherto, passengers by rail between Havana and Matanzas, were obliged to proceed by way of Union, where changing cars to the Matanzas and Sabanilla line, it was necessary to perform a somewhat retrograde movement toward Matanzas—the whole time consumed in going a distance of 106 miles, was about 6⅓ hours, and oftentimes more, if the trains did not connect promptly at Union. The new road from Guines is about 36 miles long and reduces the whole distance to about 80 miles.

The whole of the new line having been incorporated in the Havana Railroad Company, it is worked by the machinery of the latter, and although not yet all in complete order, the express trains daily make the run between the cities of Havana and Matanzas in three hours. Passengers leaving either place, can spend six hours in the other and return the same day.

The grades and curvature of the new road are very favorable, and the bridging and superstructure of the most permanent character. More than one-half of the road is laid with broken stone ballast; the rail joists are thoroughly spliced with wood and iron, being Trimble's joint, with addition of bottom and inside plates of iron.

Grand Trunk Railway of Canada.

A general meeting of the shareholders of the Grand Trunk Railway has been called, to be held in London in December next, so as to allow time to secure the attendance of the President and Vice President from Canada. A report of the London directors was issued on the 20th of October, the object of which was to make known the condition of the company's finances, as made up from the accounts to the 30th of June. After announcing the impossibility of meeting the interest due October 1st on the second preference bonds, this report says:—

It has already been mentioned in the circular of the 13th of July that although authority had been given to raise £1,500,000 on bonds or stock of the company, to pay off liabilities and to increase the rolling stock, and to meet the current wants of the year, the directors were unable to obtain it on any terms. A memorial was accordingly drawn up and presented by the directors in Canada to the executive government, pointing out the existing condition of the undertaking, and praying for relief. The London directors had fully expected to have received before now an answer to this application; but the visit of his Royal Highness the Prince of Wales had so entirely absorbed the time of the various members of the government that they were unable to take the subject into their serious consideration, and they have now only authorized your directors to announce that the subject of the Grand Trunk Railway will be brought under the notice of Parliament, and that the government are about to issue a commission to inquire into its affairs. The directors announce an earnest desire that the investigation should be made a thorough one, and propose that one or two gentlemen well versed in railway management, in whom the English subscribers would have confidence, should proceed to Canada, and, in conjunction with the proposed government commission, and for the purpose of co-operating with it in its important investigation, report to them the result of their observation. Annexed is an estimate of the company's liabilities in England:—

To loans and bills payable in England.	£1,782,668
Bills drawn by the co. from Canada	235,564
Total	£2,018,282

—Against which are hypothecated the following securities, viz:—

£265,600 2d pref bonds	For value of £443,043
326,000 ordinary bonds.	
47,200 Tor. Corp. b'ds.	
42,500 At. & St L. sh.	
7,500 At. & St. L. b's.	
Blalance	£1,575,189
Securities in hand £32,300 ord. 6 per c. bonds.	
Securities in hand £27,600 7 per cent bonds	
Add unpaid and over due interest on b'ds.	130,500
Total	£1,705,689

The London directors have at present no exact return of any further floating indebtedness which may exist in Canada for additional rolling stock provided since March, and other expenditures, but have desired such a report to be made. Since the estimate of the wants of the company in March last, its pecuniary position has been deteriorated by the payment of interest on bonds and loans £161,000. Difference in value of assets from fall in prices, £250,000. Total, £411,000. While on the land to be resold, and valued at £120,000, only a small portion, realizing £5,000, has been sold, which will explain the increase in the net requirements of the company at the present time, as compared with the statement issued in March last. In the present embarrassed state of the company's affairs, and the uncertainty of relief from the government adequate to meet its liabilities, Messrs. Baring, Brothers & Co., and Messrs. Glyn, Mills & Co. have obtained a judgment against the company for debts due to them and others whom they represent, which vests in their agents the power of seizure of the rolling stock of this road; but this measure has been adopted for the general benefit of all present creditors, to guard against hostile prosecution of individual claims, and for the protection of the company's interest.

Debt of Virginia.

The annexed is an official statement of the debt of Virginia on the 30th of Sept., 1860:

Amount of Certificates of State 6 per cent. registered debt	$18,436,641 63
Amount of Certificates of State 5 per cent. registered debt	322,000 00
Aggregate amount of the registered debt of the State	$18,758,641 63
Amount of Certificates of debt issued in the form of coupon bonds, payable in New York	12,624,500 00
Amount of Certificates of debt issued in the form of 5 per cent. sterling coupon bonds, payable in London	1,865,000 00
Aggregate Public Debt	$33,248,141 63

Telegraphic Communication Between Memphis and Helena.

The laying of the cable across the Mississippi, previously mentioned, completed the line of telegraph between Memphis and Helena, Ark., putting the two cities in direct communication. It will soon be completed through to Little Rock. This is the second line within the State of Arkansas. She now has telegraphs and railroads, and the two will work together for her prosperity, as she comes more and more in communication with her sister States.—*Memphis Enquirer.*

Sunbury and Erie Railroad.

It is stated that a vigorous effort will again be made at the approaching session of the Pennsylvania Legislature, to devise the ways and means for finishing this road. There only remains some twenty-five or thirty miles to grade, and one hundred and twenty miles of rails to be laid to complete the road to Erie city, on Lake Erie.—*Cleveland Leader.*

DON PEDRO II. RAILROAD.

THE Board of Directors of the Railroad of Don Pedro II. proposes to contract for the construction of eleven and a-half English miles, from the egress of the large tunnel, west of the Serra do Mar, to a point selected for a station near the junction of the rivers Pirahy and Parahyba; and with this view will receive proposals, in sealed letters, to be opened on the 28th day of February, 1861, the competitors, or bidders, to be guided by the following regulations:—

Proposals will be received for the whole eleven and a-half miles, or for any portion thereof not less than four miles—for, 1st, the road-bed; and, 2d, the superstructure; or for the road-bed and superstructure combined; but, in the latter case, the price of each must be stated separately. It being understood that only on inspection of the proposals will it be determined to make the award in whole or in part.

The specifications, which may be seen at the office of the directory, at the central station, must govern the construction in all that is essential; each proposal, however, may suggest such modifications as may be deemed useful, in order that they may be duly considered. At said office can be seen all the plans and inclinations, or profiles of the ground.

The directory insists upon the clause that the technical direction belongs exclusively to its own engineers. It also requires that specific prices shall be stated in the contract for every kind of work; and whether the contract be for specific prices or for a total one, the periodical payments shall be made by measuring the work done, and calculating the value according to the stipulated prices.

The deduction made for security can be substituted by a deposit of money or equivalent bonds, at the discretion of the directory; and the interest or revenue of the security shall be long in all cases to the parties to whom contracts are awarded.

Office of the Board of Directors
of the Railroad of Don Pedro II.
C. B. OTTONI, President.
A. ELLISON, Jr., Chief Engineer.
Rio de Janeiro, August 18, 1860. 2t45

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 2nd, 1860.

The Annual Election for Directors of this Company, and for Three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the Second Wednesday (the twelfth,) of December next. The Poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

4t45 GILBERT L. WILSON, Secretary.

RAILROAD MAP.

A NEW AND COMPLETE

LITHOGRAPHIC (COUNTY) MAP

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LYONS' TABLES.

To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.			SHEET No			
1.	General Table for all Bases and all Slopes.		13.	for Base 18 ft.	Slop.	1½ to 1
14.	"	20 "	"	1½ to 1		
2.	For Side Hill Cuts and Fills.		15.	"	24 "	" ¼ to 1
3.	Base 13 ft.	Slopes 1½ to 1	16.	"	24 "	" 1½ to 1
4.	" 14	" 1½ to 1	17.	"	25 "	" 1½ to 1
5.	" 15	" ¼ to 1	18.	"	26 "	" 1½ to 1
6.	" 15	" 1 to 1	19.	"	28 "	" ¼ to 1
7.	" 15	" 1½ to 1	20.	"	30 "	" 1 to 1
8.	" 16	" ¼ to 1	21.	"	30 "	" 1¼ to 1
9	" 16	" 1 to 1	22.	"	30 "	" 1½ to 1
10.	" 18	" ¼ to 1	23.	"	32 "	" 1 to 1
11.	" 18	" ½ to 1	24.	"	32 "	" 1½ to 1
12.	" 18	" 1 to 1				

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

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Notice to Contractors.

OFFICE GEORGIA WESTERN RAILROAD Co.,
Atlanta, Oct. 4th, 1860.

SEALED PROPOSALS will be received at this office until the 1st day of December next for executing the Grading and Masonry on fifty miles of the Georgia Western Railroad, commencing at Atlanta, and extending into Haralson county.

Profiles and plans, with approximate estimates of quantities, will be exhibited at this office on and after the 15th of November. Payments to be made in cash, monthly. The work is in a healthy locality, and will present superior advantages to contractors in obtaining supplies.

By order of the Board of Directors.

L. P. GRANT, Chief Engineer.

STRATTON & CO.,

COMMISSION MERCHANTS,

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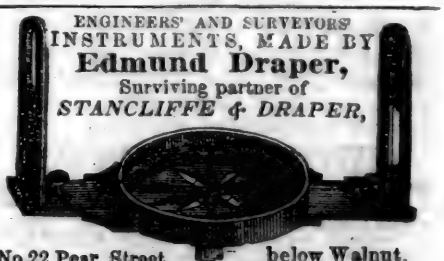
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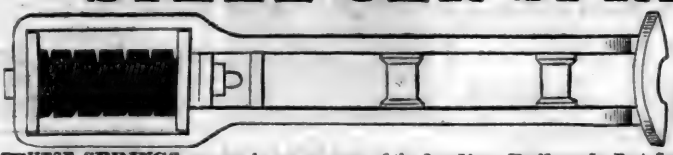
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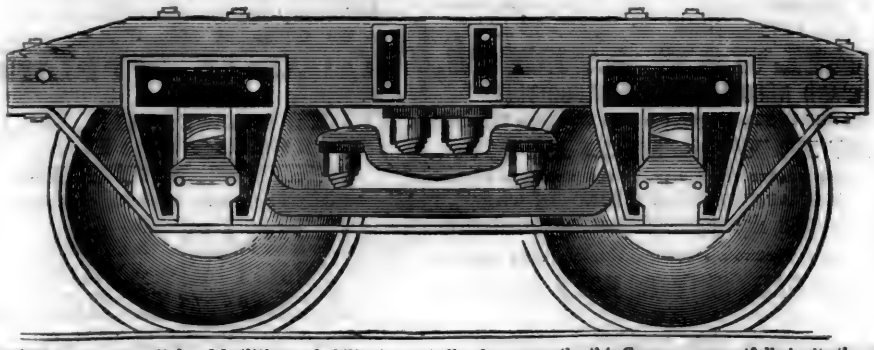
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PRINCIPAL CONTENTS.

Illinois Central Railroad 1033
Rolled and Hammered Axles 1034
Railroad from Nashville to Mobile and Pensacola 1034
Detroit and Milwaukee Railroad 1035
Railroads in Georgia 1036
Patent Exhaust Steam in Locomotives 1037
Population of the North'n Districts of Illinois. 1037
Texas and New Orleans Railroad 1037
Bank Capital: Liability of the State Taxation although invested in stock of the U. S. 1038
Southern Railroad Connection 1039
Washington County Railroad 1039
Politics *vs.* Business 1048
Pacific Railroad 1049
Share and Money Market 1049
Baltimore and Ohio Railroad 1049
Shelbyville Railroad 1050

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, November 24, 1860.

Illinois Central Railroad.

The recent census of Illinois, of which we are getting returns, has an important bearing on the success of this great enterprise, as the sale and value of its lands, and the extent of its traffic, must be in very direct ratio to the number of inhabitants upon its line.

It is now ten years since the grant to this company was made. At that time the population of the State was 851,000, which was at the rate of about 15½ to the square mile. This population was found chiefly along the line of navigable water courses. Within the limits of the grant made to the Central Railroad, it did not probably exceed seven to the square mile. The immense plains traversed by this road would, at the present time, be considered as almost uninhabitable without it.

All this is entirely changed. The tide of emigration now sets towards the very districts avoided before the construction of railroads. The great gain in population, consequently, has been upon the lines of these works, and has been beyond all precedent in this country, as is proved by the recent census of the northern judicial districts of the State, which we give elsewhere. This district, embracing 35 of the 102 counties, contained, in 1850, a population of 335,442; in 1855, 606,898, and, in 1860, 819,167. The absolute increase in the 10 years has been 483,725; the rate just about 150 per cent. The returns from the southern district have not been fully received, but if we estimate the rate of increase within it at only 100 per cent., the total population in the State, at the present time, is 1,850,000. That this is not far from the actual number, is shown by the number of votes cast at the late presidential election. The total vote was 340,215. The ratio of votes polled in the northern district was one to five and a-half of the population. A similar ratio would give the southern district fully 1,050,000 inhabitants.

Such a migration, in the short space of 10 years, has been without a parallel in the history of this country. The greatest previous increase of any new State was that of Ohio from 1820 to 1830, in which period the population went from 937,903 to 1,519,467. The greatest absolute increase in the population of any State was in that of New York, from 1840 to 1850, which rose from 2,428,921 to 3,097,394. One-half of this increase was in the cities of New York and Brooklyn.

As there is a necessary ratio between the number of inhabitants on a given area, and the value of the lands embraced in it, it will be seen that the Illinois Central enterprise, as far as its value depends upon its lands, is steadily and rapidly improving. Up to a certain point, the increase in the value of lands is in a ratio much greater than that of the population living upon them. The reason is obvious. The first settlers are always farmers. It is the addition of other classes that creates a dense population, and a home market for the products of agriculture. If with a population of five to the square mile, land would be be worth $1.25 per acre, the government price, it would be worth ten times this sum, with a population of 25 to the square mile. That the demand, and consequently the price increases in greater ratio than the population, is a fact within the observation of every one.

Under all its vicissitudes, consequently, the actual condition of the Illinois Central has been steadily improving. The value of its lands in the outset may have been over-estimated, and with it, the ability of the people of the State to purchase and pay for them. The disappointment resulting therefrom may have caused a great fall of the securities of the company; but their actual value was never less at one period than at a previous one. The same was true whether the purchasers of lands paid for them or not. They were paid for as fast as the settlers had means. These were greatly reduced by three years of short crops. But in the meantime the company adopted the wise policy of selling on easy terms, as far as credit was concerned, and in this way attracted an immense migration into the State, from which it could not fail to be greatly benefitted, even if not an acre of its lands had been sold thereby. The population is either upon or in the immediate vicinity of the line of the road. It is all productively employed. From its presence in the State the actual value of the lands of the company has been doubled, and the product of its industry is now swelling the traffic of the road.

Here then is something affecting the value of this enterprise, which a person abroad can understand as well as one directly upon the ground. If the lands owned by the Central Railroad Company, were worth five dollars the acre, with a population in the State equalling 15 to the square mile, they must be worth more than 10 dollars the acre with 30 to the square mile. There can be no mistake in this proposition. The next question is what ought lands in Illinois to be worth with a population of 30 or rather of 33 to the square mile, which is about the present rate. Ten dollars per acre is certainly a low price. But it is not our object to establish, or estimate their value, only to show that whatever it may be, and whether sold or not, they must continue to advance very rapidly, and that nothing has been lost by lapse of time, or failure to make present sales or collections. It is enough to know that within 10 years, 1,000,000 people have gone into the State, attracted by the cheapness and fertility of its lands and that this movement of population must, for an undefinite period continue equally great in volume, if not in ratio with previous decades. The State is as rich in minerals as in soil. In position among

her sister States, in climate and in commercial and manufacturing facilities, she is unsurpassed. With 300 to the square mile, the State would not be crowded, when the extent of her resources is considered.

The recent census discloses the remarkable fact that the emigration into the State since 1855, has been nearly as great as from 1850 to 1855. It has been supposed that the crisis of 1857 had put a stop in a great measure to the movement of our people westward. That the contrary is true has been shown by the recent poll in this State which exceeds by 103,000 that of 1856, which was a very excited canvass. As votes polled to the whole population are in ratio of about one to five and a half of population, the increase in this State since 1856 would, by this test, be 550,000.

Whether these figures have been reached or not, certainly there never was so grand a movement of people in so short a period, nor any previous one followed by such great results. Within the 10 years, 1,000,000 souls have been added to the population of the State. In its material interests there has been vastly greater progress. Since 1850 the entire railroad system of the State, embracing 3,000 miles of line in operation, has been planned and executed, The sum invested in these works will exceed $100,000,000. But this is not a tithe of the investments made in the State, in other enterprises; in the cities and towns that have been built; the manufacturing establishments that have been put in operation; the expensive works constructed to facilitate commercial operations; in the purchase of lands and in the improvements made upon them. The building up of such a State as Illinois in so short a period, is the most exhaustive work that a people can possible undergo. For many years in succession, it is all expenditure and no income. A point is now reached in which the balance other side of the ledger is being made up. The Railroads of the State like the people have had their share of hard times. We have good reason to believe that such companies as have been able to live through the past will be able to present satisfactory results for the future.

Rolled and Hammered Axles.

As far as hammering is concerned, it injures the iron if continued until after the latter has cooled below a good working heat. Cold hammering is practiced at many forges, and we doubt if its injurious effects are counteracted even by subsequent annealing. The hammer is undoubtedly the best instrument for expelling impurities in the earlier stages of the manufacture of an axle, but the finishing process is best performed, we think by rolling. There is a common opinion that a rolled axle journal heats sooner than one which has been hammered. We doubt if this be so, inasmuch as all the hammer-hardened surface of a hammered journal is turned off in finishing. We should be glad to see the whole question of the comparative merits of rolled and hammered axles settled by experiment. The southern roads now use rolled axles almost entirely, but the weight and speed of trains in the South is insufficient to decide the matter fully. The Pennsylvania Central road, however, which has some very heavy sleeping cars on its express trains, now use rolled axles exclusively, and, we believe, with the best results. The Hudson River road would give still better opportunities for testing both kinds of axles conclusively, and we should like to see a trial made there. The trains are the fastest in America, and the weight of some of the new 64-passenger cars is as much as 29,000 lbs. On the Erie road some of the cars are still heavier, but the Erie road now makes its own axles, from scrap hammered under a steam hammer at the Susquehanna shops. There are many railroad men who will commence some comparison of different kinds of equipment or railroad materials, but where the comparison must necessarily extend over several years they are apt to neglect it. For any proper comparison, therefore, every axle should bear the date of its manufacture. So far as we are aware the practice of stamping the date on each axle is followed only by Mrs. A. & P. Roberts, of this city, who make both rolled and hammered axles and have no preference for one over the other. Messrs. Bush & Lobdell cast the dates of manufacture also on their wheels.—*Engineer.*

Railroad from Nashville to Mobile and Pensacola.

We copy the following letter in reference to lines of railroads designed to connect the South-west with the Gulf of Mexico. It is addressed by J. W. Sloss, Esq., of Athens, Ala., to S. D. Morgan, Esq., of Nashville, Tennessee, both of whom are well known for their efforts in the cause of interna improvements in the Southern and South-western States.

ATHENS, ALA., Oct. 6th, 1860.

S. D. MORGAN, Esq., NASHVILLE, Tenn.

Dear Sir:—I am in receipt of your letter of 21st ult., making enquiry as "to what had been done and what is likely to be done in extending the line of road from Decatur to Mobile and Pensacola, &c."

For many years, the subject of uniting the Gulf of Mexico with the Lakes of the North, by means of a Central Trunk Railway, has been prominently before the citizens of Alabama, and many efforts have been made to consummate this much desired end; but until within a few years past, nothing has been accomplished that promises success. At this time, however, I am pleased to have it to say, that from the city of Nashville to Mobile and Pensacola, every mile upon the line is let to contract, and every company without a single exception have the ability, and is pushing forward the work with great energy.

By reference to the accompanying map, you will find, that between Pensacola or Mobile and Decatur, there are five lines, all of them being "links" in this Central Trunk Railway, that is to say:

1st. Alabama and Florida Railroad.
2nd. South and North Alabama Railroad.
3d. Tennessee and Alabama Central Railroad.
4th Mobile and Great Northern Railroad,
5th. Selma and Gulf Railroad.

I propose to show the points connected by these several lines—their progress and prospects, and to do so comprehensively, I will take them up in the order in which they are mentioned.

1st. The Alabama and Florida Road extends from Pensacola to Montgomery, a distance of 160 miles. Its construction is very nearly complete—having 110 miles finished and running—the remaining 50 miles nearly graded—with the iron bought and being laid as rapidly as the road bed is ready to receive it. It is expected to be finished and running through by next spring.

2d. The South and North Alabama Road takes up the line at Montgomery and extends to Montevallo. This company have ample means to construct this road, and, being of light grades, its cost will be comparatively small. The grading will be done by a company force, now at work. It is expected to be finished and in running order within the next eighteen months.

3d. The Tennessee and Alabama Central Road takes up the line at Montevallo and extends to Decatur. This company organized a few weeks since, and will commence operations by the 1st of January next. They have ample means to build the road, having received in addition to individual subscriptions, a large appropriation of money as a bonus from the State, and some 400,000 acres of land by the Congress of the United States. This road will also be built by a company force, and they have secured 400 hands to be placed upon the work by the 1st of January next. No doubt is entertained as to the certain completion of this road at the earliest practicable period.

4th. The Mobile and Great Northern Road extends from Mobile to Fort Crawford, a point upon the Alabama and Florida Road. This road is in safe hands—they have the means and are pushing forward the work with great energy—the whole is let to contract, all of the iron is purchased and it is contemplated to have 65 miles in running order by the 1st July next.

5th. The Selma and Gulf Road will connect Selma with Pensacola and Mobile, and will intersect with the Mobile and Great Northern and the Alabama and Florida Roads at or near Fort Crawford. Its construction is being energetically pushed forward. Selma is also the terminus of the Alabama and Tennessee Rivers Railroad, and is nearly due South from Montevallo.

The following table of distances will show the length of the several links in the main line as well as the distance from Pensacola or Mobile to Nashville:—

	miles.
Pensacola or Mobile to Montgomery	160
Montgomery to Montevallo	65
Montevallo to Decatur	121
Decatur to Nashville	120
	466

Making the length of the Central Trunk line from Pensacola or Mobile to Nashville, by way of Montgomery or Selma, (both lines being about the same length,) four hundred and sixty-six miles, and about as near an "air line" as can be obtained.

It will not be amiss to mention some of the advantages arising to this line by means of its connections and crossings, as well as the character of country and productions through which it passes.

From Nashville to Decatur it traverses the richest portion of Middle Tennessee. At Decatur, which is in the centre of the Tennessee Valley, it crosses the Tennessee river, where it intersects with the Memphis and Charleston Railroad, a distance of 180 miles from Memphis. Leaving Decatur, it reaches Montevallo, having passed through centrally, the mineral region of Alabama, which according to Prof. Toumey, State Geologist, abounds in Iron and Coal, and according to which statement the road runs through an area of about 5,000 square miles of Coal, which having been tested, is found to be well adapted to steam marine purposes. At Elyton, 30 miles North of Montevallo, it crosses the North-east and South-west Railroad which going South-west, extends into the State of Mississippi, and by the connection of this road *as near a route is offered from Nashville to New Orleans* as by that of any *other route now projected.* At Montevallo it intersects with the Alabama and Tennessee Rivers Railroad. At this point two lines are presented going South to Mobile or Pensacola, the one by way of Montgomery and the other at Selma. At Selma a number of roads are built and being built extending into the very heart of the cotton growing region of Alabama and Mississippi. At this point and at Montgomery the Alabama river affords a good navigation to Mobile for the greater portion of the year. At Montgomery a number of roads are built and being built leading in every direction from the city. The most important one to them and to the "main line" (aside from the "main line" to Pensacola and Mobile) is the Montgomery and Eufaula Road, which, running in a South-easterly direction, penetrates the richest and most extensive Cotton growing region of Alabama and South-west Georgia, and it is designed by this road to reach the South Atlantic at Brunswick. At Fort Crawford, the two main lines, viz: by way of Montgomery and Selma, come together, when they connect with the roads leading directly to Mobile and Pensacola.

Thus it will be seen that the time will soon come when there will be a Central Trunk Railway, extending from the Gulf to your city and beyond to the Lakes, which will traverse almost every degree of latitude—every character of soil and climate, and every variety of products.

It is a striking fact in the principle of constructing public thoroughfares, and especially is it true when applied to Railways, that that location is most remunerative as an investment, as well as most beneficial when constructed across parallels of latitude. The reason is obvious. The productions of latitude differ and there must of necessity be an interchange of commodities.

How then will the construction of this Central Trunk Road affect commerce. In my judgment it takes no prophetic eye to discern the result, and it behooves the commercial men of your city as well as of those cities lying beyond you, to examine well into this matter, and see the bearing the opening up of this great thoroughfare will have upon your future commerce.

Two causes have operated *very greatly* to the detriment of the Commerce of the ports upon the South Atlantic and Gulf of Mexico. One is the visitations during the summer months of that dreadful scourge of the South—yellow fever,—the others is the incapacity of their harbors, to admit any but the smaller class vessels. Every one of them, without a single exception, *having communication* with the interior, are inaccessible to the larger class vessels, and suffer more or less from the yellow fever, and without dwelling upon this point, I repeat, that these two causes have done more to injure and destroy the commercial interests of the South Atlantic and Gulf Ports, than every other cause combined. Remove these difficulties from Charleston and New Orleans, and the result to their Commerce can be hardly computed.

Pensacola is, perhaps, *the best, if not the only good harbor upon the Gulf*, and is the best in the Southern States, except Norfolk. It will admit vessels drawing 22 feet water. It is also *remarkable* for its healthfulness.

Mobile under a system of dredging lately adopted is endeavoring, and it is confidently believed will very greatly improve her harbor.

When Pensacola and Mobile shall have completed the various lines of Railways now projected and under construction—extending in almost every direction into the interior, especially the Central Trunk Railway, they will become easy of access from all sections of the Union. And furthermore, with all the advantages arising to them by these railroad connections—with their inexhaustible supplies of Ship timber—with the immense coal fields of Alabama opened up to them—with the further fact, that they are in close proximity to the Gulf Islands, and of the Central and South American States, and being nearly due North of Tuhuantepec and the other "lines" of travel of the Central and South America States, they could by an increase of shipping and establishing lines of steamers to run between these various points, draw to them and control a very large proportion of the Commerce of the Gulf. Especially would they be enabled to concentrate to them and transport a large proportion of the immense travel, which is now for the most part, controlled by New York; and instead of the freight and travel from the West and North-western States, going to the West Indies, Central and South America and California, having to seek a means of transportation at New York, as is now the case, this route being nearer, more direct, safer and cheaper, would concentrate and control a large proportion of it.

To conclude. Our trade with the Gulf Islands, Central and South America, is principally in *provisions*, and a close observer of the commercial world cannot fail to have seen the rapid growth of this trade, and the public mind has not been unmindful of the fact, that the shipping upon the Gulf has been, and is now, wholly inadequate to meet the demand. To increase the shipping and to foster and build up this trade, nothing more is required, than a *good safe harbor* upon the Gulf—made acceptable to every portion of the Union. With a Port, affording such advantages, it would in a short time become the "Queen City" of the Gulf.

I have extended this letter much beyond my expectations.

Very respectfully,
J. W. SLOSS.

Detroit and Milwaukee Railroad.

C. J. Brydges, President of the Detroit and Milwaukee Railroad, has addressed a letter to the bondholders and other creditors of the old Company, giving the present financial condition of the corporation, and asking that the interest maturing on the 1st and 2nd mortgage bonds may be funded. We copy a few figures from Mr. Brydges' letter, showing the rapid increase on the traffic of the road.

The following statement of the weekly receipts since the last harvest, as compared with last year, is very satisfactory, and gives every hope for the traffic of the line in future, viz:

		1859.	1860.	Inc.
11th	Aug.	$10,337 70	$10,505 84	$ 168 14
18th	do	11,472 24	13,154 76	1,682 52
25th	do	14,490 53	13,432 05	1,941 52
1st	Sept.	14,214 92	15,655 78	1,440 81
8th	do	14,269 01	22,476 87	7,207 86
15th	do	15,286 26	21,735 26	6,419 00
22d	do	14,497 54	20,645 84	6,148 30
29th	do	17,332 27	20,849 67	3,517 40
6th	Oct.	19,688 90	20,849 56	5,460 66
13th	do	17,048 31	23,886 18	6,837 87
20th	do	16,876 06	25,470 37	8,894 31
		$163,513 74	$212,662 13	$49,148 39

Making the average traffic since August 11, amount to $10,332 92 per week. These receipts place beyond doubt the ability of the company, if it had not certain debts which must be paid in cash, to pay interest upon its bonds.

The cost of running the steamships forming the connection between this city and Grand Haven, is about $130 a day each, or $260 a day for both, against a cost of $460 a day paid for the insufficient boats previously chartered.

The cost of working the boats first chartered and of those now owned by the company, and the comparative amount of through traffic which each brought upon the railway, will be best seen by the following statement, corrected as to date to make a proper comparison.

In the following statement, the boats are credited with their proper proportion of the receipts:

	Earnings.	Expenses.
Old boats	$48,679 75	$104,555 14
New boats	70,619 74	70,583 80
Increase in earnings in favor of new boats	$21,939 99	
Decrease in expenses in favor of new boats		$33,971 34

And the benefit of the through traffic of the line is equally satisfactory, viz:

	Passengers.	Freight.	Total.
Old b'ts run'g	$65,585.51	$44,618.57	$110,204.08
New b'ts run'g	91,124.14	144,105.61	205,229.75
Inc. caused by new boats	$25,538.63	$69,487.04	$95,025.84

In regard to the new organization Mr. Brydges says:

The court, on the 6th August, 1860, ordered a decree for the sale of the road, and on the 4th October last it was by the officers of the court sold by public auction, and bought in by trustees, acting for a proposed new company. This company is now provisionally formed, subject to the future concurrence of the holders of securities to those of the first and second bonds. If this concurrence is procured, these provisional arrangements will be carried out by the actual completion of the new company; if such concurrence is not given, the direction of the court will be required as to the step necessary to be taken to permit of the floating debt creditors asserting any rights that they may have, and which for the present they have agreed to waive for the purpose of saving all parties from the great expense and delay of a harrassing legal contest.

In the mean time, the first and second bondholders of course retain their original position.

The Great Western Railway Company, which holds the bonds of the third and fourth mortgages now under foreclosure, although they have not received any interest upon their loans, have been receiving a very large and continuous accession to their traffic from this railway, to an amount which has yielded a very handsome percentage upon their loans, and this benefit is constantly increasing as the traffic of this line itself becomes developed.

Winans' Incrustation Powders.

We invite attention to the Avertisement of Mr. H. N. WINANS, of 11 Wall St., this city, to be found in another column. The testimonial of Mr. Congdon speaks very highly of the value of this preparation. The following article in reference to it is from the *American Railway Times*:

The formation of incrustations in steam boilers, from impurities in the water used for making steam, has proved the destruction of much life and machinery. Some engineers assert that blowing off is all sufficient for the prevention of scale; but if it is, the persons in charge of the thousand boilers using dirty water won't blow their boilers off, and so the evil continues and explosions are not prevented. The impurities in water are either mechanical or chemical; perhaps only mud and dirt in suspension, or perhaps lime more closely combined. Filtering has been found an efficient remedy in many cases, and boiling the water in connection with charcoal has been thought well of. If the water before being filtered can be heated to expel all the air and carbonic acid, which is often the solvent of the foreign matter, the operation will be more complete. If, however, no precaution is taken before the water comes to the boiler, it is necessary that something should be done afterwards. The managers of the locomotives upon our railways in the west, can testify as to the need of some decided remedy for the scale precipitated by the waters of that region.

Scale being a non-conducter of heat, it prevents that imparted to the metallic surface from being readily taken up by the water. Standard authorities report 1-16 of scale equal to a loss of 14.7 per cent. of heat or fuel. The plates of a boiler never get hotter than the water, when in contact with them, whatever may be the outside temperature, and the water never gets hotter than some 330 degrees, under 100 pounds pressure. So clean boiler plates would last for years; but when coated with scale, and thus removed from direct contact with the water, get so overheated as to deteriorate in quantity and quality. This burning out of the boiler plates is one great cause of repair, equal in many instances to as high as 25 per cent; and in waste of fuel from 10 to 40 per cent. But the cost is not the only disadvantage; it is a source of positive danger. When the scale gets thick, and the plates consequently very hot, the former is liable to crack off, bringing the water in contact with the overheated metal, thereby causing explosion.

Since the depository of scale is a chemical operation, it seems proper to apply a chemical remedy to dissolve the same. This is done by the compounds called incrustation powders, which are thrown into the tender or into the boiler. These powders claim to be compounded upon scientific principles, and from testimonials from many sources they act with the best effect.

We are assured upon the best authority that the material does not cause "foaming," and is effectual in stopping leaks. Mr. Grier, at Attoona, thinks it invaluable for that purpose. The fact that it is largely in use on the New York Central, Michigan Central, and other leading Roads is suf-

ficient guarantee of its excellence. Its use on the Virginia and Tennessee Railroad since 1857, under Robert Gwynn and George Glass as Master Machinists and W. C. Smith and Mr. Gill Superintendent at the present time, speaks volumes in its favor.

The Dayton and Michigan Railroad use it as one of the *necessaries*, and would as soon do without oil and fuel as this powder of Mr. Winans. W. & E. T. Fitch, of New Haven, Conn., have replaced their old cylinder boilers, with tubular ones, as this material was found to *prevent*, as well as to remove the crust.

Railroads in Georgia.

EXTRACTS FROM THE MESSAGE OF THE GOVERNOR OF GEORGIA.

It will be seen upon an examination of the Report of Dr. John W. Lewis, the able and faithful superintendent of the State Road, that the road is in excellent condition in every department; and that the net amount paid into the State Treasury, for the past fiscal year, is $450,000. This sum has been paid into the Treasury, after deducting all expenditures and making all necessary repairs, and after paying $22,940 of bonds and coupons of funded debt of the road, which fell due 1st January and July last; together with over ten thousand dollars of other old claims, which originated before the commencement of my term in office, and which had been for years in litigation. It affords me pleasure to add, that the officers of the road, in every department of its management, have generally been diligent and attentive, and have acquitted themselves with much credit, during the past year.

The crop just matured in this and adjoining States, is known to be a very short one; and great demand for bread is anticipated during the approaching season. With a view to affording all the relief in my power to our people I shall exert all the influence I may possess, in favor of a through rate upon corn, wheat and other grain, from the West, which will bring them into this State at as low a rate of freight as the different roads can afford to carry them. This can be effected only by concert of action among the authorities of all the roads, over which the grain must pass; and it is to be hoped that none will be found wanting in liberality, in this emergency. It is true that these low through freights will diminish the amount of incomes from the Road which might otherwise be paid into the Treasury during the present fiscal year, but our people will be amply compensated by a cheaper supply of bread.

I have considered the propriety of bringing grain, to be consumed in the State, over the Road free of charge; or at a figure that would pay only the actual cost of transportation, without any profit. Were such a rate of freight adopted, I am satisfied the result would be, that the company roads, which form links in the chain from the West, would advance there rates of freight so as to keep the cost of transporting grain over the entire line, but little, if any, below what it is now. The result would be, that the price of grain would be nothing less to the consumer, while the State Road would lose her just proportion of the through freights, which she receives under the present schedule. Suppose, for instance, it costs twenty-five cents, per bushel, to bring corn into this State, from the West, over the route by way of Baltimore, or by the way of New York. The roads forming the route by way of Chattanooga, will not be likely to bring it for much less; as the demand is here, and must be supplied; and they will do the carrying if they keep but a cent or two, in the bushel, below the other routes. Interest will prompt them to keep their freights as high as they can, without losing them by the competition with other roads. Should the State Road carry for nothing, in the case supposed, the other roads forming the line, would still charge twenty-three or four cents, on the bushel; which would be one or two cents less than the freight charged on the other routes. This would secure to them almost as complete a monopoly in the business of carrying corn, as if they carried it for half the sum. The State would lose her part of the freight, while company roads, mostly out of the State, would divide it among themselves; which would greatly increase their profits, lessen the incomes of our Road and result in no material benefit to consumers in the State.

Again it would be impossible to determine what grain, passing over the road, was intended for consumption in this State, and what for other States, or for exportation to other countries.—Speculators, buying to sell in other States, or for exportation, shipping over this route, might report their grain for Georgia consumption, and consign it to Atlanta, Macon, or Augusta, and take the benefits of through rates over the line; and of free transportation over the State Road. They could then arrange with the consignees at those points, to reship it to South Carolina, Alabama, or other destinations beyond the limits of this State, for consumption in which it was originally intended.

For these and other reasons, I am satisfied that the free transportation of grain, or other bread-stuffs over the State Road, would result mainly to the benefit of other railroads, and speculators, without material benefit to the consumer. I do not, therefore, consider that it would be wise to adopt that course; but think it best that the authorities of the State road, act in concert with the authorities of the other roads, and do all in their power to procure from the roads, such rates of through freight as will afford grain to our people at as low a price as possible. If the State had the control of the other roads over which it must pass, the case would be very different, as she would then have the power in her own hands, to regulate the price on all; but it should be remembered, that the road over which the State has control, is only one of the shortest links in the chain.

I trust the cause of alarm on account of the scarcity of grain in the country, is much less than many have supposed. My opinion is, that abundant supplies can, and will be brought into the State, and sold at prices nearly, or quite as low as those paid during the past year. I shall contribute all in my power to this result; which I consider of vital importance to our people. I will cordially sanction any law which may be devised by the wisdom of the Legislature, for the assistance of the afflicted, or more indigent and distressed portion of the people. As a tax-payer and a citizen, I will cheerfully contribute my part towards the assistance of those who are in distress and are unable to help themselves. I commend this subject to the careful consideration of the legislature.

In my last annual message, I gave somewhat in detail, the reasons which influenced my judgment, in arriving at the conclusion that it would be, not only sound and safe, but wise policy on the part of the State to lend her aid, by allowing the use of her credit, to such Railroad companies in the construction of their roads as will accept it upon the terms, and subject to the liabilities and restrictions therein prescribed. My mind has undergone no change upon this question. Observation and more mature reflection have fully confirmed my previous convictions. I therefore, for the reasons given in said message, renew the recommendation therein contained.

A reference to the past history of *State Aid* to Railroads, in Georgia, is probably one of the strongest arguments that can be adduced in its favor, in future. The State, by payments from her Treasury and the use of her credit, built the Western & Atlantic Railroad; which has not only developed a rich section of her territory, and added many millions to her wealth, and thousands to her population, but is now paying into the Treasury ten per cent. per annum, upon the whole sum paid out of the Treasury and raised by the sale of bonds, for the construction of the Road; besides affording the means of transporting into the State the supplies of grain at present absolutely necessary to the support of her people. Georgia, has not, therefore, been injured by her first grant of State Aid in the construction of a Railroad. The second instance was that of the Milledgeville and Gordon Road, in which she took $20,000 of stock. Upon this stock, she received interest at the rate of six per cent. per annum, while she owned it; and on the sixth day of June last, under the provisions of the Act of 1859, she sold it at par, for cash, to the Central Railroad and Banking company; with which it is now consolidated. The third and last case of direct aid by State appropriation, in the construction of a Railroad, is the Atlantic and Gulf Road, in which she bound herself to take $1,000,000 of stock. This road is being rapidly constructed; and I am informed that the State will have no difficulty in disposing of her stock in it, at par, so soon as the road is completed. To do this, in my opinion, would be good policy; provided that the money is again invested in the construction of such other roads as develop the resources of other sections of the State.

I again visited this road in May last; and found that fifty-two miles of it had been completed since my visit one year previous. There is probably no road in the State so well built, upon which more rigid economy has been practiced. Its construction and management reflect great credit upon its able and energetic president and other officers.—The road is developing a most interesting portion of our State; and it is believed that the increase in the value of the lands in the counties through which it passes, from the day when it was commenced to the day of its completion, will be more than the entire cost of its construction.

Spain—Its Efforts and Progress.

The subjoined synopsis of railway progress in Spain is from the pen of Mr. Charles Vignoles, an authority of more than ordinary eminence:—

"South Madrid a line is open from Cadiz to Seville, with a continuation to Cordova; another through Aranjuez and Albuceta, to Alicante, with one branch to Toledo and another to Valencia.

"North of Madrid, two great arterial lines are under construction: one proceeding north-west to Avila and Valladolid, and thence north-east, by Palencia, Burgos, Miranda de Ebro, and Vitoria, to Alsasua, at the foot of the Cantabrian, Pyrenees. The other running north-east, through Guadalamara and Calatayud to Zaragoza, thence turning north-west, and following the left bank of the Ebro to Tudela and Castejon; here diverging north, crossing the Ebro, and following the valley of the river Aragon, and afterwards that of its tributary, the Zadacos, through Tafalla to Pamplona, and from Pamplona changing direction to the westward by the Barunda Valley to Alsasua.

"From Alsasua, where the two meet, one line only proceeds to cross the Cantabrian Pyrenees—winding through the Pass of St. Adrian and down the flanks of the mountains to Onate and Villareal, and thence along the tributaries and main valley of the river Orio past Tolosa to Lasarte;—here, crossing a low ridge through a winding gorge to the sea-coast, passing St. Sebastian, Passajes, and Renteria, to the frontier of France, which is here formed by the river Bidassoa flowing between Behovie in France and Yrun, the last town in this part of Spain.

"From Yrun, the the French authorities are laying out the continuation of the line through St. Jean de Luz and Biarritz to Biayonne, skirting that town east of the fortifications, and crossing both the rivers there to join the existing railway from Paris, through Tours and Bordeaux, which terminates at Bayonne.

"These lines are nearly all in various stages of construction. The western is known as the Northern of Spain, and is under the same general management all the way to the French frontier. Portions are nearly finished between Valladolid and Palencia, and on the other parts the progress

making may be seen from many places on the highroad between Bayonne and Madrid.

"The eastern is called the Madrid and Zaragoza, as far as the latter city. It has been opened from Madrid to Gaudalamara, and the works are advancing on the other parts. The continuation west and north is known as the Zaragoza and Alsasua; and considerable progress has been made in many places, particularly north of the river Ebro.

"In a few years the railway communication from Paris will be completed across the Cantabrian Ridge, and thence in two directions to Madrid. Meanwhile, a branch of the Northern of Spain is advancing northward from Palencia, running parallel to the Grand Canal of Castile; at the head or termination whereof, at Alar del Rey, a railway, already in operation, extends about 25 miles, still proceeding north, to Reinosa a small town high up on the southern slope of the Cantabrian Ridge, not far from the source of the Ebro. Another section comes up from the Bay and town of Santander towards Reinosa, for something more than 20 miles to Somahoz, a village in the valley of the river Besaya, from which point the line is being extended some miles further to Barcena, in the same valley; but between Barcena and Reinosa (a difficult and expensive section) the works have only lately been commenced.

"On the eastern side of the Peninsula two or three short lines run from Barcelona, of which the coast line, opened to beyond Mataros, on the north, will be extended by the Spaniards through Gerona, to Figueras on the French frontier, and there taken up by the French, will be connected with their south system, at Perpignan.

"Besides these is the railway from Barcelona towards Zarogoza; about half of which, that is, as far as Lerida, has lately been completed, and the remainder is in course of construction. A coast line has been studied and approved of, from Barcelona, by Tarragona, Tortosa, and Castellon de la Plana, to join the line from Madrid at Valencia.

"A line has lately been approved of by the Spanish Government to proceed westward from Palencia to Leon, and thence, winding through the Cantabrian Ridges by Lugo, to Corunna and Ferrol.

"An important line is making from Bilbao to Orduna, through the Gujuli Pass of the Cantabrian Pyrenees, and along the valley of the river Bayas, by Poves, to Miranda on the Ebro, where it connects with the Northern of Spain coming from Valladolid and Burgos through the Pass of Pancorbo, and proceeding to Vitoria and Alsasua towards Bayonne. This line will be opened to Orduna early next year, and by the end of that year to Miranda de Ebro.

"The line from Bilbao, after crossing the river Ebro to Miranda, follows the left bank for 90 miles through the towns of Haro and Briones, the marts for the celebrated wines of the Rioja district, sent largely to France to strengthen the Bordeaux wines; and from Haro by the once famous Convent de la Estrella, Montalvo, and Cenicero, to Logrono, one of the most pleasant towns in Spain, where the warrior Espartero, Duke of Vitorio, lives like a Cincinnatus; from Logrono, always closely skirting the Ebro, by Calahorra, famous in Roman history, Rincon de Soto, and Alfaro; beyond which last town, at Castejon, this line, which is called the Tudela and Bilbao, joins that coming from Zaragoza through Tudela, and proceeds as previously described, to Pamplona and Alsasua, and by the Northern of Spain ultimately to Bayonne. The Todela and Bilbao will be entirely completed before the end of 1862.

"Spain it will be thus seen, is rapidly improving her internal communications; and indeed the whole country is advancing in prosperity with a silent though regular and unceasing step; and a few more years of continuance in this wise and healthy career will enrich our inhabitants and consolidate her government and institutions, bringing her also into more intimate connection than hitherto with the rest of Europe."

During the year the Spanish Government has approved of a concession of the Ciudad-Real and Badajoz to Don Jose Forus, with a subvention of 970,000*l.* in specie or in State "obligations." The concessionist represents four banking houses, besides contractors. M. Salamanca, the well-known capitalist, obtained the concesson for the Albacete and Carthagena. Before the works commence, the original surveys upon which the concession was based are to be checked by the engineers, and is said that some important modifications will be introduced into the details.

The Barcelona and Saragossa will be in full working order, shortly. The new line from Carthagena to Alicante has been sent out by the engineers, and will have stations at Murcia, Oribuela, Collosa, Catral, and Elche. The concession of the Tarragona and Barcelona has been granted to Don Magin de Grau.

Patent Exhaust Steam in Locomotives.

UNITED STATES CIRCUIT COURT.

Before Judge Nelson, Shipman and a Jury.

Ross Winans vs. Charles Danforth, et al.—This was an action for damages for an alleged infringement of a patent granted in November, 1846, to the plaintiff, for an improvement in the machinery of locomotive engines, by which the exhaust steam which was made to discharge itself into the smoke-pipe, was so regulated as to increase or decrease the draught of the smoke-stack, according as the engineer desired to increase or decrease the working power of the engine. This object the plaintiff effected by carrying his exhaust-pipe to the bottom of the smoke-pipe, and fitting them there with conical plugs, by the motion of which in the pipes, the discharge of the steam into the smoke-pipe was increased or diminished. The defendants, who are engine-builders at Paterson, N. J., have built engines in which the two exhaust-pipes are brought into one, in which a conical plug was fitted, by means of which the exhaust steam was discharged, not into the smoke-pipe, but into the bottom of the smoke-box. They claimed that this was no infringement upon the plaintiff's patent. They also claimed that the machinery built according to the plaintiff's patent would not be available, and they denied the novelty of the plaintiff's invention.

Judge Nelson charged the jury that the idea of the plaintiff was the regulation of the exhaust steam for the purpose of increasing the draught according to the necessities of the engine, which idea was not denied to be a useful one, and if this idea was to be found in the arrangement which was placed at the bottom of the smoke-box, it was just as much an infringement of the plaintiff's rights as if it was placed anywhere else. That as to the denial of novelty, several points were relied on. One was an engine called the McNeil, but as it appeared that this was only an experiment which proved unsatisfactory and was abandoned, that might be laid aside, as it was necessary not only that a man should have an idea, but should embody it in a working machine, to secure him the benefit of the patent laws. Another reference was based on machinery described in the *Mechanics' Magazine*, but in that there was no idea of regulating the exhaust steam for the purpose of affecting the draught, but only for the purpose of checking the progress of the piston in the cylinder. Another matter relied upon to impeach the novelty of the plaintiff's invention was some experiments which were made to find out what was the proper amount of steam to discharge into the smoke-pipe of any locomotive by a fixed aperture, but which when ascertained would leave the pipes just the same as the pipes previously used, and had no idea of regulation of the exhaust steam in them.

That another defence relied upon was a patent granted to Mann & Tyng. But this was simply a plan of diverting a portion of the steam into the boiler, when there was more made than was needed for the draught and not a regulation of the body of the steam discharged, and could not therefore be relied on.

That if on all the evidence, the Jury should find n the defendants' machines the ideas of the plaintiff embodied into a machine corresponding with he machine of the plaintiff, they must find a verict in his favor.

The case has been on trial for several days. The Jury, after a short absence, found a verdict in favor of the plaintiff for the sum of $3,000.

For plaintiff, Mr. Blatchford and Mr. Keller; for defendants, Mr. Cozzens and Mr. Stoughton.

Population of the Northern District of Illinois.

The following table shows the returns of the census in the Northern District of Illinois, complete, and also the population of each county in 1850 and 1855.

Counties.	1860.	1855.	1850.
Boone	11,630	10,996	7,624
Bureau	26,435	19,518	8,841
Carroll	11,812	7,610	4,536
Cook	145,579	103,960	43,485
De Kalb	19,215	13,639	7,540
Du Page	14,704	12,807	9,290
Grundy	10,431	7,021	3,023
Hancock	29,125	22,158	14,652
Henderson	6,630	7,118	4,612
Henry	20,799	9,218	3,807
Iroquois	12,335	6,788	4,149
Jo Daviess	27,392	24,104	18,603
Kane	30,563	26,665	16,703
Kankakee	15,419	10,110	New co.
Kendall	13,109	10,145	7,730
Knox	28,810	22,700	13,279
Lake	18,295	17,630	14,226
Lasalle	48,362	35,563	17,815
Lee	17,787	11,681	5,292
Livingston	11,664	4,606	1,552
McHenry	22,165	19,285	14,978
Marshall	13,461	9,900	5,180
Mercer	15,216	9,960	5,246
McDonough	20,262	12,886	7,616
Ogle	22,969	16,459	9,990
Peoria	38,604	30,134	17,461
Putnam	5,598	5,100	3,920
Rock Island	21,007	16,217	6,937
Stark	9,016	6,293	3,710
Stephenson	25,125	19,316	11,666
Warren	18,355	12,209	8,176
Winnebago	24,672	20,826	11,773
Will	29,454	24,463	16,603
Whiteside	18,364	13,416	4,361
Woodford	13,303	8,400	4,415
Total	$819,167	$6808,89	$335,442

Texas and New Orleans Railroad.

We have recently reported the progress of this work from the Neches river at Beaumont, towards Houston, where it connects with all the railroads in Central Texas, extending to the Colorado river. The road is finished and working from Beaumont to Liberty, and will be complete to Houston next month. The Beaumont *Banner* gives an interesting account of the work now in progress on the road from that place to Orange, on the Sabine—the line between Louisiana and Texas. We extract as follows from the editor's account of a trip on that part of the road:

Crossing the ferry just above where the road bridges the Neches, we found workmen busily engaged in putting up the draw, and in completing unfinished parts of the structure. The piling is of the most substantial character, and the centre pier, on which the draw rests, is filled with concrete, making it as solid as granite itself.—The frame work of the bridge is being rapidly put up, and in less than two months we may expect to say "finis."

For about a mile and a-half from the bridge, the Neches bottom yet remains to be piled for trestle work. At this point the grade commences, and the magnitude of the work, with the amount

of labor performed, becomes apparent. For four miles, through very heavy timber, an embankment is thrown up, ranging from two to twelve feet, and twelve wide at the top; this is, however, interrupted by piling and trestle-work at intervals along the line—over Ferry Bayou, small creeks, sloughs, etc., to the three-mile prairie, six miles from the river, to which point the grade is completed.

The piling, caps, stringers, and the whole catalogue of railroad "fixins" are ready for the iron. The grade already completed embraces a section of about five miles.

The task of clearing the timber, as well as the grading, has been entrusted to them, and the clearing is already accomplished to Adam's Bayou, within one mile of the Sabine. The piles over gum-sloughs, prairie-sloughs, Simmons' woods and Cow Bayou are all driven.

Journal of Banking Law.

BANK CAPITAL: LIABILITY OF THE STATE TAXATION ALTHOUGH INVESTED IN STOCK OF THE UNITED STATES.

Under the constitution of the United States, the property belonging to the general government is exempt from State taxation. The Bank of the Commonwealth, in the city of New York, invested the sum of $103,000 of its capital in United States stocks of the loan of 1858, and claimed that the said stocks and the amount of the capital invested therein was exempt from taxation.

The commissioners of taxes and assessments of the city and county of New York denied the application and petition of the Bank to have the sum so invested deducted from the amount of its capital liable to taxation for the year 1859, as personal property, and decided that such sum was not exempt as claimed.

On the relation of the Bank a writ of certiorari was issued by the Supreme Court to the commissioners, and upon the above facts the Court at Special Term, sustained the commissioners and decided that the assessment should be confirmed. From this decision the Bank applied to the General Term of the court, which has now rendered its decision affirming the judgment of the Special Term. The following is the substance of the decision.

BONNEY, J.—The question in my opinion depends entirely upon the construction to be given to the "Act in relation to the assessment of taxes on incorporated companies" passed April 15th, 1857; and for the purposes of this decision I assume that all stocks of the United States are exempt from taxation by the State governments; and not only that such stocks cannot be so taxed *eo nomine*, but that individuals who are the owners and holders thereof cannot be so taxed for the amount or value of the same as for personal property owned by them.

This relator (the Bank of the Commonwealth) is a domestic corporation created by and under the laws of this State, and subject to its authority and legislation. Under the statutory provisions of the State of New York, the assessment in this case has been made, and as it appears to me, in exact accordance with those provisions. There is no question here of surplus profits, or reserved funds; or as to the actual value of the stock, neither does it appear that any part of said stock was held by the State, or by any incorporated literary or charitable institution, or was excepted in the assessment roll, or was by law exempt from taxation. But the relator insists that a deduction should have been made, not of any particular part or shares of the stock, as being for any cause exempt by law from taxation, but of the sum of $103,000 from the aggregate amount of the whole capital stock not invested in real estate, for the reason that such an amount ($103,000) of the moneys paid in for shares in said capital had been by the bank invested in stocks of the United States, and that such United States stocks are not subject to taxation by State authority.

Under the statutes of New York, as I understand them, *taxes are assessed upon the amount of the capital stock* of a corporation ascertained in the manner prescribed, and not upon any property purchased or otherwise obtained by the corporation, or in which such capital or any part thereof may be invested—excepting only the real estate held by the company which is subject to special rules of taxation, and must be assessed at the place where situated, whether in this State or elsewhere; and it is to be observed that the statute neither requires nor authorizes the insertion in any statement made under Sec. 3, of any account or statement of the use made by a corporation of any part of its capital or other property, excepting only the part which has been used in the purchase of real estate, nor of any specification of the personal property held by such corporation.

In my opinion these statutes clearly require that every monied or stock corporation shall be assessed for and pay taxes upon the whole amount of the balance of its capital stock, paid in and remaining after deducting the shares of stock excepted, or exempt, as above mention, notwithstanding a portion or even the whole of such balance may be invested in stocks of the United States held by such corporation.

But it is urged in behalf of the relator that the said statutes, if this be their true construction are unconstitutional, in so far as they provide for, or authorize taxation, by State authority of any part of the capital stock of the corporation which is invested in stocks of the United States. I cannot assent to that proposition. The State of New York has by its laws created, or authorized the formation of their Commonwealth Bank and other like corporations, granting to them certain powers and privileges. and has also provided by law for the taxation of the capital stock of every such corporation.

As soon as the capital stock of any such corporation is paid in, it becomes *as stock* the subject of and liable to taxation; and as I view the law, it must, during the continuation of the corporation, remain so liable to taxation as stock irrespective of the property in which the money paid for the stock may be invested, or any use that may be made of such money by the corporation; and if any part of the money paid in for its stock shall at any time be invested in stocks of the United States, such investment cannot affect the right of taxation for the reason that the assessment of taxes is not upon stock of the United States, or other property owned or held by the corporation, excepting only its real estate, but continues to be as it was before such investment was made, an assessment upon the capital stock of the company, created under the laws of the State, and thereby expressly made the subject of taxation. The corporation which accepts and enjoys the privileges granted must take them *cum onere*.

And, in my opinion there is no foundation for the suggestion now made, that the decision by the Court below is an evasion of the admitted rule of law, that United States stocks are not liable to taxation by State authority. It is not in form merely but in fact and in principle, that this assessment of taxes is upon the capital stock of the relator, and not upon the property in which the money paid in for the capital is invested; which property may be and doubtless is changing from day to day. But to permit the relator to escape taxation upon so large a portion of its capital, because it has seen fit to invest such portion in stocks of the United States, would in my judgment be an evasion of the law of the State, which created the corporation and made it liable to taxation on the amount of its capital. The order made at Special Term should be affirmed with costs.

Punjaub, India, Railway.

It will doubtless be of interest to our readers to learn how our railway progresses. European as well as native are no doubt anxiously watching the advancement of railroads in India, and the residents of the Punjaub have a peculiar interest of the line now under construction in this province, and which is to pass through the capital. This being the case, we proceed to state that the works from Lahore to Umritsur are in such a state of forwardness, that if materials arrive from England as expected, a locomotive will be running over the line *this year*. In last December the railway department started the earthworks between Lahore and Sher Shah, 12 miles on the other side of Mooltan. These works run through a district where there was every reason to dread want of labor, but we are glad to state that at this moment two-thirds of the whole is completed. The Lahore passenger train station is being proceeded with in a highly satisfactory manner, and the Umritsur station will be commenced with whenever the Government's sanction to the work is received. Stations, moreover, at Meean Meer, and Attaree (between Lahore and Umritsur) are being erected, and, in short, every effort is being made to complete the portion of the line to Umritsur as quickly as posible. Rails have been laid down on 29 miles along side of the line, ready for putting down, and the rest which will be required are on their way up from Kurrachee. Twelve English platelayers are on their way out to assist in the work. This rapid progress, this great success, is doubtless attributable to the assistance rendered to the engineers by all officials, from the Lieut.-Governor to the Assistant-Commissioner, and to the cordiality which has uniformily subsisted between the services. But even this would have availed us nothing if we had not Mr. Brunton with his science, his perseverence, his patience, and his energy, to the force.—*Lahore Chronicle.*

Kansas City and Cameron Railroad.

This road is nearly all sub-let in contracts of one to three miles each. Two hundred men are already at work grading. Five of the sub-contractors are at work between Kansas City and Liberty, and three of them are at work between Liberty, and Centerville. Todd & Co., who have the contract for all the masonry, have commenced opening their quarries. The sub-contracts are all engaged to be done by March 31st, 1861. We are assured by authority which we deem reliable, that there will be at least one thousand men at work on the line during the course of this month. The contract for the running of the road by the Hannibal and St. Joseph Co., is completed. The Clay county bonds, to the amount of $50,000, are negotiated, and $40,000 in cash are now in bank, ready to be drawn upon to pay for the work as fast as it progresses. Nothing now remains in the way of the speedy completion of the road, which will be prosecuted with the utmost vigor till finished.—*Wyandott Gazette.*

Wright's Patent Dust Deflector & Obviator.

We mentioned the fact, a few days ago, that Mr. Richard C. Wright, of this city, had received letters patent for an apparatus for protecting railroad passengers from the eternal nuisance of dust and sparks. Since that time Mr. Wright has, through the kindness of Col. Wm. Mahone, the talented President of the Norfolk and Petersburg Railroad, being enabled to test its utility.—The apparatus, which may be denominated a window, was attached to the single window of the mail department of the car, and every facility afforded the inventor for testing its usefulness. During a recent ride over this well regulated railroad, we had our attention called to the patent, and passed the most of our time in a close examination of its merits. This day was warm and dry, and, as a natural consequence, dusty; but no dust entered the department to which the *Deflector* was attached; nor could a spark reach the interior through this window, as was the case with the others. * *

Mr. Wright has devoted several years to the ventilation of railroad cars, and the concomitant of excluding dust and sparks from them, and this Deflector is the result of that long and patient investigation.

The *Deflector* is simply a window, one-half of which is glass, the other half wire gauze. The glass, instead of standing parallel to the side of the car, sets off at an angle, and deflects the dust and sparks on the outside, and rushing past the glass, causes a strong current from within to follow it; said current finding egress through the wire gauze which divides the aperture or space made by the window frame; in other words, the glass covers one-half of the window and the wire gauze the other. The peculiarity consists in the ingenious manner in which the whole device is applied to the window, since it makes no difference which direction the cars move, the glass pane, or *Deflector* can be adjusted to suit, and that in so speedy and handy a manner that a brakesman can do it while the car is in motion.—*Norfolk Day Book.*

Southern Railroad Connection.

Mr. A. G. Gower, Engineer of the Southern Kentucky Railroad, who was commissioned by the committee appointed by the meeting held at the Merchants' Exchange in this city to visit the South, and report the result of his examinations for the proposed rail connection with Tennessee, has returned to Lexington. We understand that he visited Knoxville, Chattanooga, Nashville Talehama, &c., and secured a large amount of general information upon the subject, which will be submitted to the committee. His notes of surveys heretofore taken will require some days to plat and arrange for inspection, but will be very full and complete.

A letter from M. B. Prichard, Chief Engineer of the Memphis and Charleston Railroad, to the Cincinnati committee, is accompanied by profiles of the surveys made in 1837-38 of the route from Knoxville to Lexington, by the Charleston and Cincinnati Railroad Company, under Major McNeil. Mr. Prichard thinks the route for a railroad to Chattanooga or Knoxville should pass through London or Williamsville, Ky., through Wheeler's (Elk) Gap and down Cone Creek. He says it could not go further West without encountering the waters of the south fork of the Cumberland River, from which it would be impossible to ascend the Cumberland Mountains. The work from the Tennessee line to London, forty miles, would be very easy, not costing over $14,000 per mile when ready for the engine. From London Mr. Prichard thinks the line should bear north-easterly.

The valuable information gathered by Mr. Gower, together with the various letters and surveys received, will be laid before the Committee at an early day, and some definite action, with a view to secure the object of their appointment, will then be taken. The report of the Committee will be looked for with much interest by the business men of our city and of the South.—*Cincinnati Enquirer Nov.* 14.

Washington County Railroad.

The annual meeting of the stockholders of the Washington County Railroad Company, took place at Brenham, on the 29th ult. The following gentlemen were elected Directors for the ensuing year: J. D. Giddings, J. W. McDade, A. Groesbeeck, Jno. P. Key, R. R. Peebles, A. G. Compton, W. H. McCutchen, H. C. McIntyre, A. M. Lewis, T. J. Jackson, N. Kavanaugh.

The Board of Directors subsequently met and elected the following officers for the year, viz: J. W. McDade, President; A. G. Compton, Secretary; N. Kavanaugh, Treasurer; A. M. Lewis, Attorney.

It will be seen that this enterprise is under the charge of the best men of Washington County. The officers are especially well known for their perseverance and experience in the management of railroads.

We understand the work on the road to Brenham is now rapidly approaching completion. The bridge across the Brazos is nearly ready to be raised. Both the contractors on the road and on the bridge have now full compliments of men, and it is expected that the work will be completed so that the locomotive will reach Brenham early in January, if not by the 1st of that month.

The Air Line extension of this road to Austin, is now, as our readers are aware, in the hands of a well organized company, with contracts given to reliable men for the first section. We are informed that the work is already commenced and there is no doubt of the final success of the enterprise.

It is hard to look at these enterprises without permitting the imagination to stray off into the future, and dwell upon the results which we all hope to see accomplished when these roads are completed. Such a vast scope of country, whose population and wealth will be increased ten fold by them, so large a trade from the far far west, beyond the mountains and plains of North-western Texas, as they will draw to us, there is no telling what ten or fifteen years with the Austin road completed, may bring to pass in this State.—*Houston* (Texas.) *Telegraph.*

Cincinnati and Mackinaw Railroad.

We learn from reliable authority that the Cincinnati and Mackinaw Railroad is being pushed forward from Owosso, on the D. & Mil. road, toward Lansing, at a rapid rate. Twelve miles of iron are already laid, and the workmen are progressing at the rate of ½ mile a day. The work will be completed to Lansing at an early day, and will be pushed forward toward Jonesville, on the Michigan Southern Railroad, where (or at Jackson) it will probably terminate. This will give us a railroad communication with the central and northern parts of Michigan, of considerable importance. We learn that that part of the road leading to Saginaw is also in a fair way to be completed ere long.—*Toledo Blade.*

The Iron Steam Passenger Car.

The Massillon *Times* gives the following statement in regard to the new steam passenger car, which recently made a trial trip over the Pittsburg, Fort Wayne and Chicago Road:

The advantages of this over the common cars now in use for carrying passengers, are many and obvious. In the first place the cost of a car of this description is about $6,000. The cost of a train of cars of equal capacity is: For locomotive, $10,000; two passenger cars, $5,000; baggage car, $1,000; total, 16,000. Here then, is a saving of about $10,000 on first cost. Again, it will not take more than one-fourth the amount of fuel and oil to run the car, and will only require two or three persons at the farthest to manage it, when five is the least number that could be employed on the other. The weight of this car is about seventeen tons; while that of a train the size we have named is about eighty-five tons, and hence the wear and tear of the road in running would be proportionately less. It is also safe because being so much lighter can be stopped quicker, and even in case of collision the concussion would not be so great, and the flexibility of the iron would cause it to give, and thus partially break the violence of the shock. These considerations, with others we might mention, are such as will eventually cause this car to supercede, for the most part, those now in use.

Union Depot at Terre Haute, Indiana.

The Several Railway companies having roads centering at Terre Haute have contemplated, for some time the erection of a Union depot at that city. Arrangements are now making to carry this project into effect.

Buffalo, Bradford and Pittsburg Railroad.

Favorable report is made of the progress of the work on the Buffalo, Bradford, and Pittsburg Railroad. A second shipment of four hundred tons of rails is being received, which will complete the track beyond Limestone, which is the first important point on the line for a good local business. The village of Bradford, twelve miles from the New York and Erie junction, will soon be reached, and from that point the amount of promiscuous freight opening to the road will keep pace with the increasing capacity of the rolling stock of the line

Galena and Chicago Railroad.

This company have declared a dividend of 5 per cent., papable January 1, 1860. The dividend day has been changed from 1st of February to 1st of January. We understand that the Company had $281,000 in cash in hand, out of which the above dividend was declared.

Railroad Earnings.

The net receipts of the Harlem road for the month of October are as follows:—

October, 1859	$97,857 39
October, 1860	111,172 99
Increase	$13,315 60

The net receipts for the same month for the last three years were—

1857	$83,675 78
1858	85,302 64
1859	97,857 39

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company for the month of October, 1860, compared with the same period of last year, viz:

	1860.	1859.
From Freight	$166,755 48	$101,586 11
" Passengers	100,015 86	80,763 25
" Express	2,700 00	3,250 00
" Mails	7,825 00	7,825 00
" Rent of road	7,082 33	5,500 00
" Rents and Miscel.	1,015 50	504 87
Totals	$285,394 67	$199,429 23
Increase		$85,965 44

The following is a statement of the earnings of the New York Central Railroad for the month of October, 1860, compared with its earnings for the corresponding month of the previous year:

1860	$810,890 33
1859	709,671 26
Increase	$101,219 67

The earnings of the Cincinnati, Hamilton and Dayton Railroad for October were:

October, 1860	$57,978 17
" 1859	46,257 46
Increase, 1860	$11,720 71

Of this increase, about $9,000 was on freight, the balance on passenger, mails, express, etc.

The annexed statement shows the business of the Housatonic Railroad Company for October, 1860, in comparison with the corresponding month in 1859:

October, 1860	$33,784 70
" 1859	28,234 64
Total increase (nearly all in freight)	$5,550 06

The following is an official comparative statement of the earnings of the Bellefontaine line for the month of September, 1859 and 1860:

Bellefontaine and Indiana Railroad.

Earnings for September, 1859	$29,487 90
" " " 1860	34,740 92
Increase	$5,253 02
Increase for first nine months of 1860, compared with same months of 1859	24,951 20

Indianapolis, Pittsburg and Cleveland Railroad.

Earnings for September, 1859	$24,554 65
" " " 1860	25,916 86
Increase	$5,363 21
Increase for first nine months of 1860, compared with the same months of 1859	$37,720 08

The revenue of the Baltimore and Ohio Railroad for October was as follows:

MAIN STEM.		
From Passengers	$70,494 67	
" Mails	7,833 34	
" Express	9,636 18	
" Tonnage	327,184 63	
		$415,078 77
WASHINGTON BRANCH.		
From Passengers	$31,592 32	
" Mails	1,000 00	
" Express	1,350 00	
" Tonnage	7,161 48	
		41,103 80
N. W. VIRGINIA BRANCH.		
From Passengers	$4,379 25	
" Mails	866 66	
" Tonnage	24,234 07	
		29,479 98

Summary of Revenue for Oct., 1859 and 1860.

	1859.	1860.
Main stem	$359,421 08	$415,078 77
Washington Branch	37,866 29	41,103 80
N. W. Virginia Railroad	22,280 99	29,479 96
Totals	$411,148 27	$485,662 55

Showing a net increase over October, 1859, of $74,514 28.

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of October, 1859 and 1860:

EARNINGS.	1860.	1859.
From Passengers	$47,946 75	$38,990 24
" Freight	49,581 10	40,279 97
" Other sources	1,940 00	1,701 00
Total	$99,467 85	$80,971 21
Total increase		$18,496 64
EXPENSES.		
Maintaining road	$30,394 78	$8,371 14
Repairs of machinery	8,874 85	4,130 18
Operating road	13,304 74	15,637 64
Total	$52,574 27	$28,138 99
Increase		$24,435 28

The increase of expenses over last year was as follows:—

Masonry, $10,000; iron, $3,700; cross-ties, $1,500; engine for car shop, $1,000; bridge timber, $1,250; wheels, $1,000; water station, $500; chairs, $850; tyre, $500; repairs engines and tenders, passengers, freight and baggage cars, $4,100. Total, $24,400.

The earnings of the Macon and Western Railroad for October, 1860, were | $39,531 89
October, 1859 | 41,727 27
Increase | $2,195 38

The Watertown and Rome Railroad earned in October:—

	1860.	1859.
From Passengers	$15,421 72	$14,271 23
" Freight	28,193 00	26,263 61
" other sources	2,463 02	1,809 88
Total	$46,077 83	$42,344 72
Increase		$3,733 11

The following is a statement of the earnings of the Potsdam and Watertown Railroad (owned by the Watertown and Rome Railroad Company), for October in 1859 and 1860:

1860	$12,807 95
1859	11,028 68
Increase	$1,779 27

The traffic of the Great Western Railway of Canada for the week ending Nov. 9th, 1860, was as follows:

Passengers	$21,379 69
Freight and live stock	25,369 17
Mails and sundries	1,598 49
Total	$48,347 35
Corresponding week last year	44,100 61
Increase	$4,246 74

The following are the comparative earnings of the Pacific Railroad of Missouri, for October, 1859 and 1860:

MAIN LINE.	1859. (168 miles.)	1860. (176 miles.)
Passengers	$29,583 34	$26,679 81
Freight	30,442 56	50,150 15
Mails	2,100 00	2,200 00
	$62,125 90	$79,029 96
Increase		$16,904 03

SOUTHWEST BRANCH.	(18 miles.)	(71 miles.)
Passengers	$578 05	$3,095 75
Freight	694 78	5,901 20
Mails		295 83
	$1,272 83	$9,292 78
Increase		8,019 95

The earnings of the Cleveland, Columbus and Cincinnati Railroad for the month of October are:

	1860.	1859.
Freight trains	$64,907 17	$51,466 82
Passenger trains	38,709 80	34,444 88
Rents	6,470 80	6,161 67
Total	$110,087 27	$92,073 37
Increase in 1860		18,030 90
Earnings for the last 4 months	$442,933 54	
Do. same months in 1859	359,097 75	
Increase in 1860	$83,835 79	

The October earnings of the Norwich and Worcester Railroad were:—

	1859.	1860.
Passengers	$11,853 00	$11,795 00
Freight	19,958 00	24,464 00
Total	$31,811 00	$36,259 00
Increase in 1860		$4,467 00

The earnings of the Great Western Railroad Company of Ill., for Oct., 1860 were | $44,938 68
Earnings for October, 1859 | 36,411 91
Increase | $8,526 77

The October earnings of the La Crosse and Milwaukee Railroad were as follows:

	1860.	1859.
Freight	$112,194 18	$90,283 80
Passengers	34,260 44	19,919 59
Express and miscell's	737 11	1,086 47
Total	$147,191 73	$111,240 46
Increase		$35,951 27

The earnings of the New York and New Haven Railroad Company for October, 1860, were as follows:

Passengers	$75,706 26
Freights	14,000 09
Total	$89,706 26
For October, 1859	85,850 02
Increase	$3,855 64

The earnings of the Central Railroad Company of New Jersey, for the month of October, 1860, were | $109,291 20
For the same months last year | 88,249 84
Increase, 24 per cent. | $21,041 36

The receipts of the Grand Trunk Railway of Canada for the week ending November 10, 1860, was | $81,847 15
Corresponding week last year | 56,154 40
Increase | $25,692 75
Tot. traffic from July 1, 1860, to date. | $1,292,003 00
Corresponding period, 1859 | 949,032 09
Increase | $342,970 91

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending November 19, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	85
Covington and Lexington, 1st Mortgage	6s	79
" " " 1st "	7s	85
" " " 2d "	7s	79
Indianapolis and Cincinnati, 1st Mortgage	7s	85
" " " 2d "	7s	84
" " " 3d "	7s	65
Cinc., Ham. and Dayton, 1st Mortgage	7s	100
" " " 2d "	7s	85
Ohio & Miss. Construction	7s	17
Indiana Central, 1st Mortgage	7s	85
" " 2d "	10s	87
Dayton and Michigan, Endorsed Mort. $1	7s	75
City of Cincinnati, Railroad	6s	87½

STOCKS.	
Cincinnati, Hamilton & Dayton	74½
Little Miami	81½
Columbus and Xenia	87
Indianapolis & Cincinnati	60
Ohio and Miss.	1½
" " " Trustees Scrip	16

New Application of India Rubber.

India Rubber has been applied to so many purposes that one is induced to ask what is likely to be the limit of its application? It was only on Thursday calling at the Messrs. Silver, the large outfitters in Bishopsgate street, that we saw India Rubber applied to a purpose the last of any which we should have expected, that is to the enlargement or reduction of maps to almost any scale, and with a surprising degree of accuracy. If the map is to be enlarged an even sheet of India Rubber in its ordinary state of tension is laid over the map and an impression of it taken on the India Ruber, which is then by mechanical means stretched out equally in length and breadth, pressed on the paper prepared, and a correct impression taken of almost any scale intended. If a smaller scale than that of the map to be copied is wanted the reverse process is adopted, that is taking the impression from the map to be reduced on the sheet of India Rubber equally stretched out, and then suffered to contract to the size wanted provided it be not less than the size to which the India Rubber would contract when left to itself. The copy we saw was between 40 and 50 times the superficial size of the original map.—*Herapath, Nov. 3d.*

Annual Returns of the Railroad Companies of Virginia.

(*Continued from p.* 1017.)

Corporate Titles of Companies.	Capital Account. Share Capital.	Funded Debt.	Other Liabilities.	Total Capital.	Cost of Road and Equipm't.	Miles of Road open.	Gross Earnings. Passenger Earnings.	Freight Earnings.	Other Earnings.	Total Earnings.	Current Expenses & Repairs.	Earnings less Expenses.	Dividends. Am'nt.	Rate
1852.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. ct.
Petersburg	769,000	46,502	149,055	964,557	991,833	62.00	82,375	125,868	19,350	227,593	109,310	118,283	53,830	7
Seaboard and Roanoke	600,000	250,000	21,611	871,611	871,611	80.00	41,488	25,722	8,785	75,995	48,000	27,995	....	....
Winchester and Potomac	180,000	203,333	33,199	416,532	565,000	32.00	22,682	66,417	5,071	94,170	72,926	21,244	10,800	6
Richmond, Fredericksb. & Potomac	997,630	603,006	38,664	1,639,300	1,531,238	75.00	180,711	29,253	27,792	237,756	105,900	131,856	65,909	7
Appomattox	120,000	.....	.....	120,000	120,000	10.00	4,198	18,046	518	22,762	13,258	9,504	7,200	6
Virginia Central	1,201,623	388,992	57,044	1,647,659	1,647,680	97.67	70,110	97,741	8,895	176,746	101,583	75,163	....	....
Greenesville and Roanoke	200,000	.....	.....	200,000	200,000	18.00	10,329	29,778	2,000	42,107	27,011	15,096	14,000	7
Richmond and Petersburg	685,600	100,074	69,653	855,327	947,712	24.91	54,343	61,144	10,530	126,017	84,999	41,018	....	....
Richmond and Danville	1,372,325	200,000	246,795	1,819,120	1,806,966	67.69	28,617	51,359	1,349	81,325	48,488	32,837	....	....
Orange and Alexandria	848,818	200,169	63,441	1,112,428	1,066,373	61.89	22,590	16,585	7,530	46,705	14,952	31,753	....	....
South Side	1,328,722	.....	59,791	1,388,513	1,355,447	52.50	10,426	18,065	....	28,491	10,068	18,423	....	....
Blue Ridge	534,765	.....	.....	534,763	534,765	.....	.....	.....	....	.....	.....	.....	....	....
Virginia and Tennessee	2,118,303	.....	214,956	2,333,259	2,145,734	32.00	15,305	9,146	....	24,501	15,663	8,838	....	....
Manassa Gap	507,108	.....	146,645	653,755	559,544	29.50	2,760	7,636	....	10,396	6,133	4,263	....	....
Total	11,463,914	1,992,076	1,100,844	14,556,834	14,343,903	643.16	545,934	556,810	91,820	1,194,564	658,291	536,273	151,739	....
1853.														
Petersburg	769,000	46,502	151,681	967,183	994,586	62.00	89,758	114,068	20,062	223,888	134,015	89,873	53,830	7
Seaboard and Roanoke	700,000	250,000	50,000	1,000,000	1,000,000	80.00	50,000	30,000	10,000	90,000	60,000	30,000	....	....
Winchester and Potomac	180,000	203,333	23,994	407,327	565,000	32.00	25,000	75,000	5,268	105,268	74,981	30,287	18,000	10
Richmond, Fredericksb. & Potomac	997,630	603,006	28,844	1,629,480	1,531,238	75.00	210,355	25,195	28,315	263,865	148,070	115,795	69,270	7
Appomattox	120,000	.. ...	.....	120,000	120,000	10.00	4,198	18,046	518	22,762	13,258	9,504	7,200	6
Virginia Central	1,673,684	386,747	162,649	2,223,080	2,381,216	107.19	85,385	112,344	12,323	210,052	110,975	99,077	....	....
Greenesville and Roanoke	200,000	.....	.....	200,000	200,000	18.00	13,103	32,758	2,000	47,861	29,290	18,571	14,000	7
Richmond and Petersburg	685,600	208,408	63,678	957,686	1,060,495	24.91	71,276	57,982	10,179	139,437	92,435	47,002	....	....
Richmond and Danville	1,705,539	399,871	92,646	2,198,056	2,197,813	75.69	50,554	108,310	6,111	164,975	96,416	68,559	....	....
Orange and Alexandria	1,150,313	385,500	90,034	1,625,847	1,449,615	70.78	58,500	42,500	11,023	112,023	51,665	60,358	....	....
South Side	1,357,778	640,000	152,391	2,150,169	2,242,991	52.50	23,164	33,050	2,598	58,812	32,484	26,328	....	....
Blue Ridge	853,814	.....	.....	853,814	853,314	16.83	....	(*Included with Virginia Central.*)		....	....	....	....	....
Virginia and Tennessee	2,650,092	707,958	230,698	3,588,748	3,288,209	58.00	43,358	63,149	2,763	109,180	66,531	42,649	....	....
Manassa Gap	838,435	.....	118,536	956,971	975,348	38.00	12,182	57,567	994	70,743	60,881	9,862	....	....
Total	13,881,885	3,831,325	1,165,151	18,878,161	18,809,825	720.90	736,733	769,969	112,164	1,618,866	771,001	647,865	162,300	....
1854.														
Petersburg	769,000	46,502	145,598	961,100	998,193	62.00	86,280	99,374	19,673	205,327	120,688	84,639	26,915	3½
Seaboard and Roanoke	800,000	300,000	100,000	1,200,000	1,200,000	80.00	60,000	40,000	10,000	110,000	70,000	40,000	....	....
Winchester and Potomac	180,000	203,333	15,298	398,631	567,000	32.00	25,000	75,000	6,277	106,277	75,416	30,861	10,800	6
Richmond, Fredericksb. & Potomac	998,180	618,006	89,932	1,706,118	1,690,619	75.00	191,658	28,250	26,733	246,641	129,756	116,885	69,815	7
Appomattox	120,000	.....	.....	120,000	120,000	10.00	[6 mo.] 2,098	9,046	218	11,362	6,658	4,704	3,600	6
Virginia Central	2,387,100	551,697	165,300	3,104,097	3,523,663	138.13	112,630	160,261	14,236	287,127	171,377	115,750	95,950	4
Greenesville and Roanoke	200,000	.....	.....	200,000	200,000	18.00	13,103	32,785	2,000	47,861	29,290	18,571	14,000	7
Richmond and Petersburg	685,600	297,408	48,324	1,031,332	1,165,176	24.91	66,711	67,244	11,747	145,702	84,772	60,930	....	....
Richmond and Danville	1,883,579	809,427	112,942	2,805,748	2,858,711	84.69	64,811	153,999	6,489	245,294	156,649	88,645	....	....
Orange and Alexandria	1,402,754	388,000	158,376	1,949,130	1,841,981	97.20	80,349	62,674	28,166	171,189	81,436	89,753	49,584	5
South Side	1,366,226	1,240,949	248,062	2,855,237	2,862,997	72.00	42,730	66,365	2,980	112,075	58,939	53,136	....	....
Blue Ridge	1,000,000	.....	.....	1,000,000	1,000,000	16.83	....	.....	(*Included with Virginia Central.*)				....	....
Virginia and Tennessee	2,875,103	1,288,300	884,265	4,997,668	4,642,732	85.00	63,581	96,759	3,607	163,947	100,792	63,155	....	....
Manassa Gap	1,160,383	.....	197,461	1,357,844	1,412,277	44.00	15,188	61,167	1,366	77,721	61,203	16,518	....	....
Total	15,817,925	5,543,622	2,115,558	23,477,105	24,083,349	839.76	833,139	953,924	142,492	1,929,555	1,166,976	762,579	274,664	....

NOTE.—The earnings and operating expenses of the Seaboard and Roanoke Railroad for 1853 and 1854 are estimated.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	395,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,688	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	139
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	239,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	8	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	980,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,383	3	.....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,889	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	896,310	28,603	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	83.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,079	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	—	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,080	8,701,823	210.0	.....	1,233,708	453,141	.....	75
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	*	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	51
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	61
.. .. '57	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	656,624	—	55
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,350	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,325	—	.....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,281,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	543,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26.0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—				Louisville and Frankfort	1,375,359	128,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	264,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,317,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	60,384	99,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 331	*	—	151,333	444,638	160,910	757,381	36.5	.....	40,15[illegible]	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,299	2,307,566	137.0	73,186	281,928	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,839	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,290,000	271,143	2,990,998	72.5	.....	164,516	81,696	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,023	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,000,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	55½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,304,293	850,342	251,698	2,260,000	5,578,800	[illegible]756,641	9,007,805	218.0	.....	929,527	340,516	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,609	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	[109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,729	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,284	75.4	177,164	271,592	138,223	4½	88
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,152	343,916	—	84½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,483	267,456	6	121
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,796	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	658,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	20,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'l	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	96,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,756	306,413	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,490	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,536	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'l	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,028	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatun.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,332	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	15
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,607	—	48
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,596,407	539.0	.....	2,019,425	777,275	—	14
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	—	—	—	.....
30 Aug. '59	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	—	—	—	*North Missouri*	5,396,527	235,904	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	3,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,833	3,015,880	93.5	353,000	227,729	86,338	—	6
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,858	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,608	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	58,577	8	99½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	203,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	56
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	133,888	.....	76.0	.....	289,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	133
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	433,871	870,954	520,672	10	104
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,167,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	125
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	1,210,685	94,309	5½	—
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		81,135	436,085						
30 Sep. 58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	60,000		32.9	93,894	84,119	11,216		
30 Sep. '59	38.3		34.0					Albany and West Stockbridge	2,392,984	*		1,000,000	1,932,984		2,392,984	ope	r. by W	estern.		6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	30	Black River and Utica	1,156,148	81,405		804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952		
30 Sep. '59	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000			14.8	20,647	26,858	13,429	5	
30 Sep. '59	142.0		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	236.0	487,589	541,249	172,321		
30 Sep. '59	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,283	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,396	4½	
30 Sep. '59	17.4		2.1					Chemung	400,000	*		380,000	70,000		450,000	ope	r. by N.	Y. & E.	24,000	6	
30 Sep. '59	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000			500,000	ope	r. by Re	ceivers.	30,000	6	
30 Sep. '59				63.2				Erie and New York City	287,357	*		352,741	14,000	28,716	395,457						
30 Sep. '59				15.0				Genesee Valley	329,225	*		75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.			
30 Sep. '59	17.3		0.5		4	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000				17.3	57,065	63,803	11,999	6	
30 Sep. '59	144.0		106.5		52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644		150.0	700,224	1,842,636	770,096		42
30 Sep. '59				73.8				L. Ontario, Auburn & N. York	74,203			75,771									
30 Sep. '59				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856							
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,122	334,195	147,084		12½
30 Sep. '59	297.8	258.1	313.8		211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	73
30 Sep. '59	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837		27
30 Sep. '59	130.8	2.1	30.9		33	93	576	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640		152.9	621,747	975,858	358,792		14
30 Sep. '59	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,990	1,500,000		4,799,287	121.8	347,800	382,932	120,850		
30 Sep. '59	35.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		396,340	218,500	10,875		35.9	69,759	109,152	60,829	8	
30 Sep. '59	75.4		2.0		6	4	33	Pottsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571		
30 Sep. '59	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6	
30 Sep. '59	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	
30 Sep. '59	18.0		1.0			2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810		18.0	17,620	12,025			
30 Sep. '59	21.0		1.6		2	3	10	Saratoga and Schenectady	480,684	*		300,000	85,000		385,000	ope	r. by Ren	s. & Sar.	30,150	7	
30 Sep. '59	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000		895,000	54.5	107,506	154,099	7,493		
30 Sep. '59				13.2				Staten Island	114,018	*		50,603	41,200	22,686	114,489						
30 Sep. '59	11.0		....					Brooklyn and Jamaica	389,856			284,850	85,000			ope	r. by Lo	ng Isl.	37,560	9	
30 Sep. '59	81.3		7.1		13	12	117	Syracuse and Binghampton	2,851,292	*		1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155		
30 Sep. '59	27.2		3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010		
30 Sep. '59	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731	ope	r. b. Hud	s. River.		6	
30 Sep. '59	2.1		2.1					Troy Union	732,114			30,000	680,000		732,114	ope	r. by oth	er Co's.			
30 Sep. '59	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,715		1,493,500	285,000	65,683	2,249,183	96.8	219,280	362,904	154,752	3	
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0							North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '59	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0		487,043	209,793		
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '58				43.0				Western North Carolina	190,793	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '59	118.2				17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508		
1 Aug. '59	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356		
31 Mar. '59	60.3				22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3		489,437	249,666	7	70
-- -- '59	37.0			62.1				Cinc. and Indianapolis Junc.								37.0					49
1 May, '59	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '58	135.4	5.8			42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	33,000	8,242	5,343,275	141.2		1,113,639	575,159	7	88
31 Dec. '59	67.0			18.0	10	6	205	Cleveland and Mahoning	1,920,953	*		580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282		
31 Dec. '59	95.4	1.2	37.9		31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburg	9,320,288	*		3,942,388	4,918,325	653,821	9,661,102	203.5	646,418	772,093	332,093	4	12
30 Apr. '59	109.2	79.4			32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6		798,155	414,456	6	26
31 Dec. '58	61.4			63.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lft.	Miami.	170,795	6	88
31 Mar. '60	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054		
31 Aug. '58	36.6				5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174	36.6		125,940	66,258		
31 Aug. '58	16.0			47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000		
31 Dec. '58	45.0				6	5	72	Eaton and Hamilton	1,101,744	70,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615		
-- -- '59	36.0			84.0				Fremont and Indiana													
31 Aug. '58	32.0				6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573		
30 Nov. '58	13.0			34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		18.0	24,000	31,126	10,460		
30 Nov. '58	83.5		37.8		39	32	602	Little Miami	3,451,179	786,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	88
31 Dec. '58	173.5	21.6			33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452		
30 Apr. '59	192.3				48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		881,957	312,441		1½
31 Aug. '58	117.0	8.0			17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '59	153.9	52.0			39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9		577,958	211,894		
30 Dec. '58	116.0	9.0			13	20	206	Sandusky, Mansfield & New'k	2,141,811	*		828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371		
30 Nov. '58	55.6			74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5			23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8			62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
-- -- '58	243.0				35	18	580	Toledo, Wabash and Western	10,542,000	*		3,573,000	7,650,000		11,223,000	250.0		676,022	159,769		
								PENNSYLVANIA.													
30 Nov. '59	45.0		3.0	130.2	4	6	97	Alleghany Valley	1,700,000	65,300		1,660,000	400,000	20,000	2,080,000	45.0		87,940	45,000		
31 Aug. '59	20.5		23.2		15	21	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	65
31 Aug. '59	63.5		3.0		22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571		1,700,000	2,271,536	436,228	4,407,764	119.0		337,257	90,438		
30 Sep. '59	52.5		3.2		11	8	66	Cumberland Valley	1,225,971	*		981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	
31 Dec. '59	110.8	2.3	36.0					Del., Lackawanna and West'n	8,831,707	*	605,000	3,360,872	6,070,125	569,190	11,084,413	202.0		1,430,512	881,809		75
30 Nov. '59	36.3		2.8		3	3		East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3					
30 Sep. '59	18.6		4.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	21.9					Harrisburg and Lancaster	1,882,555	*		1,067,100	661,000		1,883,343	55.5		436,237	158,334	6	54
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267		
31 Aug. '59	30.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '59	45.7			20.2	15	6		Lehigh Valley		*		1,966,350	1,500,000			45.7		525,846	233,896	6	25
30 Nov. '59	28.0	5.0	13.5		9			Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.			19
31 Dec. '59	20.0		4.0					Lohigh Coal and Navigation	1,380,000		4,455,000	2,479,900	3,619,304	231,532	9,291,156			596,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	286,838		2,800,000			2,991,160	72.3		556,192	379,976	10	
30 Nov. '59	55.6	10.1	9.7		16	15	531	North Pennsylvania	5,449,061	366,997		3,155,829	2,787,000	377,818	6,320,638	65.7		347,302	188,398		86½
31 Dec. '59	330.0	56.0	350.0		218	98	2,402	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517		31,356,892	386.0		5,362,355	2,231,617		75½
30 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0	....		16			Phila., Germant'n & Norrist'n	1,422,977	228,555		1,203,500	374,800	104,720	1,742,333	24.0		288,657	157,194		
30 Nov. '59	147.4	4.0	61.0		149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,196,960	1,126,000	26,057,991	151.4		2,724,283	1,245,816		82½
31 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy		125
31 Oct. '59	98.0	4.0	....		31	60	497	Phila., Wilmington and Balt.	7,788,786	*	78,962	6,000,000	2,498,436	870,078	8,468,513		11 mos.	1,086,168	427 [illegible]		43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	43.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0		60,438		—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	...	...	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	...	...	...	...	...	...	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	...	1,355,700	54.0	...	...	...	—	—
30 Sep. '59	9.2	15.3	14.9	—	...	...	----	Schuylkill Valley	573,616	*	—	568,150	...	...	573,616	24.5	...	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	...	1,321,847	33.0	...	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	...	...	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	...	...	...	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	...	...	29.6	...	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	...	125,597	4,502	—	----
31 Mar. '60	78.0	—	----	—	...	...	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	...	...	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	80.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	...	2,158,000	80.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	...	13.6	23,514	23,005	1,278	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	...	...	...	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	...	...	...	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	...	...	109.6	...	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	...	...	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	...	...	49.3	...	...	...	—	----
1 Jan. '59	143.2	21.3	----	—	...	...	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	...	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	...	...	----	Kings Mountain	196,230	*	—	200,000	—	...	200,000	22.5	...	...	...	5	----
31 July '58	32.0	—	----	—	...	...	----	Laurens	543,403	*	—	400,000	106,218	...	575,729	32.0	...	27,566	8,527	—	----
28 Feb. '59	102.0	—	----	—	...	...	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	...	220,014	96,145	—	----
31 Dec. '58	136.0	106.0	----	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	...	1,501,008	820,511	7	----
31 July '58	25.1	—	----	41.9	...	...	----	Spartanburg and Union	...	...	—	...	...	...	...	25.1	...	...	...	—	----
								TENNESSEE.													
1859	...	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	...	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	...	140.0	...	318,716	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	...	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	...	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	...	...	...	...	...	—	----
1859	100.0	—	30.6	55.8	...	...	----	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	...	...	...	...	...	...	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	...	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	...	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	...	34.2	30,065	23,806	13,892	—	----
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	...	159.0	117,895	675,832	310,199	3	----
1859	...	—	----	—	...	...	----	Nashville and Northwestern	...	...	—	...	...	...	...	...	...	...	...	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	...	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	...	...	—	Winchester and Alabama	...	...	—	216,962	413,000	408,477	...	30. 0	...	1,248	...	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	...	...	----	Buffalo Bayou, Braz.& Col'r'do	...	...	—	...	...	...	...	32.0	...	...	...	—	----
-- -- '58	56.0	—	----	184.0	...	...	----	Galvest., Houst. & Henderson	...	...	—	...	...	...	...	56.0	...	...	...	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	...	—	270,000	240,000	171,560	...	50.0	31,300	32,670	...	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	...	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	...	...	----	San Antonio & Mexican Gulf	...	...	—	...	...	...	...	25.0	...	...	...	—	----
-- -- '59	28.0	—	----	756.0	...	...	----	Southern Pacific	...	...	—	...	...	...	...	28.0	...	...	...	—	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	...	...	90.7	98,856	192,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,276	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	----
31 Aug. '59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	...	...	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	3,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	...	...	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	...	1,380,695	ope	r. by Vt.	Central	...	—	72
31 Aug. '59	25.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	...	1,308,864	23.7	47,324	43,996	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	...	...	----	Western Vermont	1,083,500	*	—	332,000	700,000	...	1,063,500	ope	r.b.Troy	& Bost.	55,856	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	...	...	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,016	36,188	88,131	1,534,194	...	...	...	...	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	...	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	----	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	...	...	103.5	345,427	248,004	loss	—	----
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	...	288,297	157,572	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	...	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,436,527	80.5	...	326,554	213,852	7½	----
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	...	143.2	240,130	554,203	292,986	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	...	78.6	159,981	279,945	145,385	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	...	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	...	...	23.7	12,542	...	...	—	----
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	...	240,446	121,053	7	----
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia and Central	4,835,729	527,181	—	3,132,445	1,435,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,594	278,759	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	...	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	...	55.0	...	...	...	—	----
25 Mar. '59	199.8	—	----	—	...	...	----	*Milwaukee and Minnesota*	...	...	—	10,872,000	10,414,066	996,587	22,282,653	199.8	...	492,454	...	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	...	...	----	Milwaukee and Horicon	919,757	*	—	1,101,200	...	...	...	42.0	10 mos.	60,066	...	—	----
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	...	883,186	439,943	—	17½
-- -- '57	50.0	—	----	85.0	...	...	----	Milw., Watertown & Baraboo	514,238	...	—	345,861	132,000	...	...	50.0	...	121,401	...	—	----
1 Jan. '58	104.0	—	----	38.8	...	...	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	...	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	...	...	—	Wisconsin Central	600,000	—	—	...	...	...	operated	by	Fox Riv	er Vall.	...	—	----
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	...	...	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	...	...	—	...	...	...	...	81.0	166,245	...	...	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	...	...	—	...	...	...	...	48.0	...	...	...	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	...	...	357.0	1,360,900	...	...	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	...	...	—	...	...	...	...	24.0	37,081	...	...	—	----
-- -- '59	96.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	...	...	—	...	...	...	...	96.6	254,530	...	...	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	...	...	—	...	...	...	...	54.0	89,222	...	...	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	...	...	—	...	...	...	...	25.0	...	...	...	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	79.3	...	...	----	European & North American	2,100,356	*	—	...	...	...	...	29.9	...	...	...	—	—
-- -- '59	60.0	—	----	—	...	...	----	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	...	...	...	—	—
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	...	...	----	Nova Scotia	...	...	—	...	...	...	...	61.5	...	...	...	—	----
								NEW GRANADA.													
— Dec. '58	48.7	—	----	—	...	...	----	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	...	1,925,444	1,360,160	13	169

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	....
Convert. (guar. by Dir.)	150,000	7	1863	....
Land Mortgage	23,500	7	1869	....
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	....
Mortgage	109,500	---	------	....
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	62
2d Mortgage	225,705	8	1864	....
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	....
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	....
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	....
Stock, convert. (Coupon)	710,000	6	'63-'66	....
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	....
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	....
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	....
Mortgage Coupon	2,500,000	6	1885	80½
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	97
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	....
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	....
Income (1859 and 1870)	104,500	7	var.	....
Real Estate (1858, '61, '63, '68)	119,750	7	var.	....
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	....
2d Mortgage	445,500	6	------	....
Camd. and Amb. R.R. Co.	244,000	6	------	....
Black River and Utica:				
1st Mortgage	370,000	7	1869	....
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	....
2d Mortgage	300,000	7	1870	....
3d Mortgage Coupons	150,000	6	------	....
4th Mortgage Coupons	200,000	7	------	....
Sinking Fund	200,000	6	------	....
Boston and Lowell:				
Mortgage	440,000	6	1873	....
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	....
Mortgage (convertible)	500,000	6	1860	....
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	....
Unsecured	200,000	7	1864	....
Erie and North-East	149,000	7	------	....
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	62½
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	....
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	....
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	....
Sterling (£225,000)	1,080,000	6	1864	....
New Loan (iss'd $337,000)	2,500,000	6	1887	....
Unsecured	800,000	6	1863	....
*Catawissa, Williamsp. and Erie:				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	....
Chattel Mortgage	380,000	10	1871	....
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	....
Unsecured	89,000	7	1862	....
Central of Georgia:				
Mortgage	106,267	7	1863	....
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	....
*Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	....
4th Mortgage (S. F.)	1,365,800	7	1876	....
Income (1858, '59 and '60)	1,172,200	7	var.	....
Income (iss. to Muskingum Co.	100,000	7	1862	....
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	....
2d Mortgage	1,000,000	7	------	....
Cheshire:				
Mort. ('60, '63, '75 and '77)	786,400	7	var.	....
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	....
Chic. and Aur. 1st Mort.	399,000	7	1867	....
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	....
Cent. Ill. Tr. 1st Mort.	392,000	7	1864	....
Cent. Ill. T. 2d M. (Conv.)	245,000	8	1868	....
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	....
2d Mortgage	------	†	------	....
3d Mortgage	------	†	------	....
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	....
Income	62,000	---	------	....
Real Estate 2d Mortgage	188,864	---	1868	....
Chicago and Rock Island:				
1st Mortgage	1,307,000	7	1870	90
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	30
1st Mortgage	3,600,000	---	------	47
2d Mortgage	2,000,000	---	------	34½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	84
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,200,000	---	------	....
2d Mortgage	574,000	---	------	....
3d Mortgage	158,000	---	------	....
Income	250,500	---	------	....
Tunnel Right	1,000,000	---	------	....
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	....
2d Mortgage	469,000	---	------	....
3d Mortgage	38,800	---	------	....
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	....
Special (Sunbury and Erie)	500,000	7	1874	....
Convertible Scrip	300,000	7	1880	....
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	67½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	....
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	....
Income	118,000	---	------	....
Dividend Bonds and Scrip	491,825	---	------	....
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	....
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	....
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	....
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	....
C. and T. Income (convertible)	373,000	7	1864	....
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	....
C. and T. (S. F.) Mortgage	640,000	7	1885	78
Junction (Lloyd's)	5,000	7	1862	....
*Cleveland, Zanesville and Cin.:				
------	------	---	------	....
*Columbus, Piqua and Indiana:				
------	------	---	------	....
------	------	---	------	....
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	....
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	....
Connectic't and Passump. Rivers:				
1st Mortgage	500,000	---	------	....
Cumberland Valley:				
1st Mortgage	116,500	---	------	....
2d Mortgage	97,000	---	------	....
Dauphin and Susquehanna:				
------	------	†	------	....
------	------	†	------	....
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	....
2d Mortgage	2,200,000	8	------	....
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	....
Guarantied	66,000	---	------	....
State Loan	170,000	---	------	....
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	....
1st Mortgage (R. Extension)	1,500,000	---	1875	98
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,268,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	....
2d Mortgage	1,000,000	8	1866	....
3d Mortgage (convertible)	750,000	10	1863	....
4th Mortgage (G. W. R. R.)	800,000	8	------	....
Dubuque and Pacific:				
New Construction	800,000		------	....
Dubuque Western:				
1st Mortgage	344,000	†	------	....
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	....
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	....
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	....
Endorsed by State of Tennessee	150,000	---	------	....
Mortgage (ordinary)	790,688	---	------	....
East Tennessee and Virginia:				
State, 1st Lien	1,002,000	---	------	....
Endorsed by State of Tennes.	200,000	---	------	....
1st Mortgage (after State)	100,000	---	------	....
Redeemable in Stock	66,960	---	------	....
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	....
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	....
Evansville and Crawfordsville:				
------	------	---	------	....
------	------	---	------	....
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	....
Free Land, 2d Mortgage	1,500,000	8	1891	....
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	....
Free Land, 2d Mortgage	------	8	1891	....
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	....
Free Land, 2d Mortgage	200,000	8	1891	....
Fox River Valley				
1st Mortgage	400,000	†	------	....
2d Mortgage	180,000	---	------	....
Galena and Chicago Union:				
Litchfield	52,015	7	1859	....
1st Mortgage (S. F.)	1,993,000	7	'62-'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	82
Galvest'n, Houst. and Henders'n:				
------	------	---	------	....
------	------	---	------	....
*Great Western, Ill.:				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	....
1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7	------	....
Old Sang. and Morg. Railroad	41,000	---	------	....
2d Mortgage	323,000	---	------	....
Chattel (Equipment) Mortgage	374,426	---	------	....
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	....
------	------	---	------	....
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	....
Land Security	5,000,000	7	1881	65
2d Mortgage (convertible)	757,000	7	------	....
Plain	11,000	7	------	....
Harrisburg and Lancaster:				
New Dollar Bonds	469,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
------	------	---	------	....
------	------	---	------	....
------	------	---	------	....
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	....
Mortgage	125,000	7	1866	....
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	1,980,000	7	1860	102
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	87
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	92
Construction	4,115,000	6	1875	92
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	66
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	82
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	....
Income and Domestic	176,000	---	var.	....
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	....
2d Mortgage	314,000	7	------	....
Income	27,000	7	------	....
Domestic	84,200	7	------	....
Jeffersonville:				
1st Mortgage	289,000	7	1861	66
2d Mortgage	392,000	7	1873	....
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	....
2d Mortgage	230,000	6†	1861	....
3d Mortgage	250,000	6†	1862	....
*Kentucky Centr. (Cov. and Lex.):				
1st Mortgage	160,000	6	------	....
1st Mortgage	260,000	7	------	....
2d Mortgage (convertible)	1,000,000	7	------	....
3d Mortgage	600,000	7	------	....
Guarantied by Covington	200,000	6	------	....
Cincinnati (exchanged)	100,000	6	------	....
Income (issued 1854)	400,000	10	1859	....
Income (issued 1855)	210,000	6	1860	....
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	....
------	------	---	------	....
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	....
City of Keokuk, (special tax)	150,000	10†	------	....
Lee County, 20 years	150,000	8	------	....
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	....
City of Keokuk	200,000	8	------	....
Henry and Louisa Company's	50,000	8	------	....
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	15
2d Land Grant (Western Div.)	353,600	†	------	15
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan (S. F.)	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	95
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80
2d Mortgage	2,175,000	†	1877	50
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	65
1st Mortgage (convertible)	650,000	8†	1863	64
1st Mortgage (convertible)	1,250,000	8†	1877	64
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ----	----------	---	------	----
---- ----	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1836	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	92½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	92½
Premium Consolidated Stock	8,000,000	6	1883	92½
Real Estate	221,000	6	1883	92½
New Convertible	3,000,000	7	1864	103
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	95½
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	75
5th Mortgage	1,277,000	7	1883	91½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	95½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	25,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	160,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	816,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,376	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
---- ----	----------	†	------	----
Peru and Indianapolis:				
---- ----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	83
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	616,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1963	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1870	----
Potsdam and Watertown:				
1st Mortgage	600,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1860	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60–'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1856	....
Seaboard and Roanoke:				
1st Mortgage	300,000	...	1860	....
3d Mortgage	75,000	...	1870	....
4th Mortgage	60,000	...	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	...	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	...	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	...	.....	....
2d Mortgage	450,000	...	.....	....
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	...	.....	....
2d Mortgage	900,000	...	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	...	.....	....
St. Louis City Subscription	500,000	...	.....	....
St. Louis County Subscription	1,000,000	...	.....	....
Carondelet Subscription	50,000	...	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	...	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	82
2d Mortgage (convertible)	2,000,000	7†	'68–'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	514,000	...	.....	....
Mortgage	46,000	...	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	....
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	....
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	....
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	....
*Vermont Central:				
1st Mortgage	.....	...	.....	16½
2d Mortgage	.....	...	.....	1½
Virginia Central:				
Mort., guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	...	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	...	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	....
*Western Vermont:				
1st Mortgage	700,000	...	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	...	.....	....
.....	.....	...	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	...	1866	70
2d Mortgage	1,000,000	...	.....	....
Income	177,000	...	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	...	.....	....
Sterling, issued in 1858	144,500	...	.....	....
Company's, endorsed by State	203,500	...	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	398,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending Nov. 21, 1860.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21.
FEDERAL STOCKS:—						
U. S. 5s, 1874	100	100	....	95	95	95
U. S. 5s, 1865	....	....	....	....	....	....
STATE STOCKS:—						
California 7s	90	90	....	....	....	....
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	....	....	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	73½	73½	70	66½	70	69
New York 5s, 1874	....	....	....	....	....	....
" 6s, 1865	....	....	....	....	....	....
North Carolina 6s	85	....	....	76	....	....
Ohio 6s, 1860	....	....	90	....	....	....
Tennessee 6s, 1890	....	80½	75	74	75	75
Virginia 6s	....	85	85	80	79	80
RAILROAD SHARES:—						
Chicago, Burl. and Q.	67	68	64	65	64	65
Chicago and Rock Isl.	54½	54½	52	52	51	51
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Asht.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	....
Clev. and Toledo	29½	29½	26	26	26	26
Del., Lack. and West.	....	90	....	70	73	75
Galena and Chicago	60	60½	58½	57	57	61
Hudson River	51	51	48	45	43	42
Illinois Central (scrip)	60	60½	57	55	56	55
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	52	52	49	46	46½	48
M. S. and N. I. guar'd	32	30	29	28	27	28
M. S. and N. I.	....	....	13½	13½	13½	14
Milwaukee and Miss.	....	9	9	....	9	7½
New Jersey Central	....	....	105	103	105	104
New York Central	75	74	71½	72	73	73
New York and Erie	31	31	28	27	27	27
N. York and Harlem	15½	15½	14½	13½	15	14
N. Y. and H. "pref."	....	35	33	....	33	32
Panama	113	113	110	109½	109	109
Phila. and Reading	35	35	33½	32½	34	32½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	46½	....	....	46	45	....
" " 2d M.	....	....	....	....	22	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	90	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	90	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	....	....	....
" 2 M. 8 p.c. '75	90	89	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	102	....
" 2 M. 7 p.c. '60	....	....	....	....	....	100
" 3 M. 7 p.c. '75	85	....	....	....	....	....
Illinois Centr. 7 p.c. '75	89	87½	84	83	83	85
" " 6 p.c. '75	....	....	....	....	....	....
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	93	....	87	86	86	86½
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	....	....	....	86
" " 2d M.	49½	48	46	46	....	....
" " S. F.	71	....	....	67	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	92	92	....	....	....	90
" 1 M. 7 p.c. '64	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	100½	100	....	....	....	....
" 2 M. 7 p.c. '59	96	....	....	....	....	....
" 3 M. 7 p.c. '71	....	85	....	....	....	....
" 4 M. 7 p.c. '80	76½	....	68	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	42
" " 7 p.c. '71	56	....	49	48	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	....	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	90	89	88	90
America, Bank of	....	....	109	....	....	....
Commerce, Bank of	....	....	95	....	....	90
Merchants' Exch. B'k	....	....	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	....	95	95	93
MINING STOCK:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hud. C. Co.	89	89	88	87	86	
Cumberland Coal Co.	....	....	8	8	8	
Penn'a Coal Co.	....	....	77	....	....	
Pacific Mail S. S. Co.	81	81	73½	....	74	
Canton	15	15	....	14	....	....
Brooklyn Water W's	....	....	....	....	....	....

The following are the closing prices in the London Market on the 26th October:

United States 5 p. c. red. '74	94	to	94½
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60	92½	to	93½
Do. $100 shares, all p'd.	76	to	78
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage (sinking fund), 1882	92	to	94
Do. $100 shares	61	to	63
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	73	to	75
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	90	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	65	to	70
Do. Shares, assented	39	to	40
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	39	to	41
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, November 24, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Politics vs. Business.

This country was undoubtedly founded to teach great political lessons. One of these we are at present undergoing. A class of politicians have been telling us all along that we should never achieve a perfect millennium till we were entirely relieved from allegiance to the central government; that the degree of the prosperity of the States was to be in exact ratio of their freedom to act upon any caprice that might seize them, and that the greatest extravagance of speech and action would, in the end, prove to be the profoundest political wisdom.

We have begun to act upon such premises, but with results far different from those promised. The fear of extreme measures, before an insubordinate step is taken, has thrown the whole country into convulsions. Business is brought to a complete stand-still. Property and merchandise, which a few days ago was in eager request, no one will now touch at any price.

This is the first commentary upon the theory that any State can do just what it likes, irrespective of the concurrence or wishes of the others. It has demonstrated some great facts—that, however they may differ in opinion on political matters, they are an unit in respect to their *material* interests, and that the mere suggestion of the abrogation of the present federal compact, is but another word for their destruction.

We have learned so much after a schooling of a very few days. The penalty does not wait for any overt act, but has to be paid upon the very threat of one. This may take some parties by surprise, and may, in the end, produce a salutary

change. But of this all may rest assured, that, though every State is involved, the party moving must suffer the most, and that the self-inflicted penalty to be paid, will be just in proportion to the magnitude of the offence committed.

It is this common suffering that, in the end, will compose the present differences. In the meantime, a tremendous loss will be sustained. The public improvements of the country must come to a dead halt. The means of those building them will have been sacrificed, or are rendered unavailable, and nothing can be borrowed. It is only in fair weather that capitalists let out their money—not when political ties are proclaimed to be only ropes of sand.

We speak of course irrespective of party, and discuss political questions only in their bearing upon our material interests. We have seen enough to prove that all assertions of the independence of one section of the country of the other is nothing but arrant nonsense. The dependence is necessary and mutual—more necessary in this country than in any other from the great diversity which prevails in soil, climate, and in the habits of our people. All this will be soon found out, if it has not been already; but not, unfortunately, till an immense loss has been sustained. This will soon be sufficient to bring all parties to reason, and provide some way of adjustment of the present political differences; for it is certainly safe to conclude, that in the long run, men will be true to their own interests, and that they will not long sacrifice these for the gratification of an excited temper, much less for the indulgence of political theories or abstractions.

Pacific Railroad.

A meeting was held in the Cooper Institute in this city, on the 15th inst., to give a popular impulse to the project of a railroad to the Pacific.

Samuel L. Hotaling was elected President, and Peter Cooper, Wilson G. Hunt and others, Vice Presidents. Mr. Perham, one of the corporators, made a statement of the plan of the road, and dwelt at length on its advantages. The State of Maine has granted an ample charter for the construction of the road. Speeches were also made by Horace Greeley, J. C. Lovejoy and others, and a committee of fifteen was appointed to call a future meeting, and take other measures to forward the enterprise.

Meetings like the above are well enough as a means of creating a popular feeling in favor of a railroad across the continent, but this, in the end, must resolve itself into a government work. Individual enterprise is quite unequal to such an undertaking. It is needed as a national highway, irrespective of the profit or loss resulting therefrom. It is quite certain that, for a long time, it could not be profitable. Still, there are sufficient reasons why it should be undertaken without delay and pushed forward with all reasonable haste. With all the force that could be brought to bear upon it, 10 or 15 years would be required for its construction—a long period in this fast age. If Government could be induced to have surveys made of the several routes proposed, an important step would be taken. It would require years to make good surveys of any route. If any person can exert influence in this matter, let it be directed upon the General Government, to induce it to undertake an elaborate system of working surveys.

Share and Money Market.

The share and money market has been exceedingly depressed the present week under a most stringent money market. Relief now appears to be obtained in this quarter through the concerted action of the Banks, which provides that any bank may deposit with a committee an amount of its bills receivable, United States, stocks, Treasury notes or stocks of the State of New York, to be approved by the said committee, who may issue thereupon to the depositing Bank certificates of deposit, bearing interest at 7 per cent. per annum, in denominations of $5,000 and $10,000 each, as may be desired, to an amount equal to 75 per cent. of such deposit. These certificates may be used in settlement of balances at the Clearing-House, for a period of 30 days from the date thereof, and they shall be received by creditor banks, during that period, daily, in the same proportion as they bear to the aggregate amount of the debtor balances paid at the Clearing-House. The interest which may accrue upon these certificates shall at the expiration of the 30 days, be apportioned among the banks which shall have held them during that time.

In order to carry out this agreement, the specie belonging to the associated Banks, is to be considered and treated as a common fund for mutual aid and protection, and the committee shall have power to equalize the same by assessment or otherwise. For this purpose statements are to be made to the Committee of the condition of each bank on the morning of every day before commencement of business, which shall be sent with the exchanges to the manager of the Clearing-House, specifying the following items, viz:

1. Loans and discounts.
2. deposits.
3. Loan certificates.
4. Specie.

After the 1st of February next every bank in the Clearing-House Association is to have on hand at all times, in specie, an amount equal to one-fourth of its net liabilities, and any bank whose specie shall fall below that proportion is not to make loans or discounts until their position is re-established.

The effect of this measure will be a steady relief in commercial affairs, and will undoubtedly have an immediate influence on prices at the stock exchange, the extent of the improvement in this quarter must depend largely upon the aspect political affairs may assume. An immediate advance may, however, be reasonably expected in State and dividend paying stocks.

Erie Railroad--Improvements at the Long Dock.

The tunnel which is to bring this improvement into use is so far completed as to allow the passage last week of an excursion train. Only a comparatively small amount of work remains to be done to bring the road to the finest water front of our harbor, and from which it is reasonable to anticipate a great increase of traffic. With this improvement, and the completion of the western extensions, now in progress, the Erie will be in a position of strength vastly superior to any ever yet enjoyed.

Mobile and Ohio Railroad.

The passenger and freight trains of this road are now running through to Baldwyn Station, Tishomingo county, which is nearly three hundred miles from Mobile.—The distance from that point to Corinth, on the Memphis and Charleston Railroad, is about thirty-one miles. A hack will leave Baldwyn every morning, and reach Corinth before night. With this gap—which is a pleasant relief in the route—persons traveling west or east can reach their destinations sooner than by any other route.

The county of Tishomingo is one of the wealthiest of Mississippi, and the Baldwyn Station is just at the corner of the county, abutting on Itawamba, Tippah and Pontotoc. It looks over four counties of the richest part of the State. The latitude is about that of Memphis, and the region, while having extreme fertility, is one of the healthiest in the country. It is a beautiful place for country seats, and will turn out to be a very flourishing settlement, perhaps ultimately to the dignity of a city.

Baltimore and Ohio Railroad.

We have before us the annual report of the President of this company for the fiscal year ending September 30th, 1860, from which we learn that the aggregate revenues, working expenses, and net results of the Main Stem, Washington Branch and Northwestern Virginia Railroad, for the fiscal years terminating respectively 30th September, 1859 and 1860 were:—

REVENUE.

	1859.	1860.	Increase.
Main St..	$3,618,618.45	$3,922,202.94	$303,584.49
Wash.B..	422,219.53	462,880.44	20,660.91
N.W.Va..	240,171.29	269,203.12	29 031.83
Total.	$4,301,009.27	$4,654,286.50	$353,277.23

EXPENSES.

	1859.	1860.	Decrease.
Main st'm.	$1,684,997.84	$1,616,615.61	$68,382.23
Wash, Br.	173,679.25	172,042.33	636.92
N.W.Va .	198,279.58	194,586.65	3,683.93
Total...	$2,056,947.67	$1,984,244.59	$72,703.08
Total increase of gross revenue.....			$353,277 23
Total decrease of working expenses..			72,703 08
Total increase of net earnings...			$425,980 31

An aggregate reduction is shown of $72,703 08 in working expenses, compared with the preceding year, although the large additional traffic has improved the revenue $353,277 23, making an increase net gain of $425,980 31. The same comparison with 1858 exhibits an increase of gross revenue of $80,373, and a reduction in working expenses of $1,002,661 13, presenting an increased net gain of $1,083,034 86.

Memphis, Clarksville and Louisville R. R.

The Paris (Tenn.) *Sentinel*, of the 24th ult., says: "The track-laying on the Memphis, Clarksville and Louisville Railroad was commenced to-day at this point, and will be pushed forward with all alacrity till finished. We are informed that the grading is now complete over the whole line, connecting the Memphis and Ohio road with the Nashville and Louisville road. This will place us in daily communication with Louisville, an important junction to our people in West Tennessee, as there are two markets opened to us instead of one. This road is bound to be the great Southern thoroughfare, and one day will be the great national route of the Union."

Shelbyville Railroad.—Branch of the Louisville and Frankfort Railroad.

We learn from the Shelbyville *News* that the Directors of this road, after full consultation and deliberation, Mr. Gunn, the engineer being present, have determined not to put the road under contract until more money could be secured. The President reported that $255,000 had been secured by subscription and negotiation. This, added to the unexpended old subscription of $40,000, makes a total of $295,000. Mr. Gunn, who surveyed the work during the spring of 1859, has recently reviewed his estimates, and reports that the completion of the road and the rolling stock will cost $295,000. This, however, does not include the expense for depot grounds and buildings, water stations, engineering expenses, and pay of officers. By the terms of the ordinance of the city of Louisville, loaning the road $120,000, the Company are required to pay the interest for one year on the bonds, which, at 6 per centum, will take $7,200. This, added to the items mentioned as not included in the $295,000, will make the additional sum of $25,000. The Directors have, therefore, prudently determined not to put the work under contract until this additional sum is secured, and we can have no doubt that the call upon the friends of the road will meet a prompt and liberal response.

Action of Pittsburg Councils Affecting Railroad Bonds.

The Select and Common Councils of the city of Pittsburg, in order to protect the home creditors of the corporation, in view of the numerous suits pending against the city for interest on railroad bonds, several of which are to be tried at the present term of the United States Circuit Court, passed a resolution directing the Mayor "to execute and deliver to Thos. Bakewell, John Bissell and James B. Murray, a mortgage upon any or all of the real estate belonging to the city of Pittsburg, for a sum not exceeding one million five hundred thousand dollars, in trust for the benefit of the legal holders of municipal obligations or certificates heretofore issued for purposes of 'city loan,' 'water loan,' or 'work,' as the same are now registered and set forth in the book of 'city obligations,' in the Controller's office." The Mayor at once, under proper legal advice, executed the mortgage, notwithstanding a formal protest from John H. Hampton, Esq., who as attorney for Messrs. Oelrich & Co., of New York, holds coupons from bonds issued by the city to various railroad companies, amounting to $74,000. The result of this mortgage will be to leave the payment of railroad obligations to revenues derivable only from direct taxation. The municipal bonds are older than the railroad bonds, and the effect of the action of Councils, if it have any legal effect at all, is to make the holders of the municipal bonds preferred creditors over the holders of railroad bonds.

Henderson and Nashville Railroad.

Sealed proposals will be received by this company at Henderson, Ky., until the 1st prox. for the construction of ten miles more of their road. We understand that the first five miles have been completed, and the tax is now being collected to pay for the work already done. Those owing taxes have paid up readily and willingly. The work upon the second five miles is now being commenced, and will be vigorously pushed forward to completion.

Artesian Well Tubes.

Messrs. Morris, Tasker & Co., of No. 209 South Third street, Philadelphia, proprietors of the *Pascal Iron Works*, manufacture cast iron artesian well pipe, with Bolles' patent flush joint; wrought iron artesian well tube with flush joints; wrought iron artesian well pipes, socket joints, etc., of different diameter, and weight, and price per foot. The patent issued to J. N. Bolles for "mode of rendering cylinders or tubes flush, or upon a line on their exterior surfaces, for artesian wells, or for other purposes," is owned by Morris, Tasker & Co., who grant no license to others to manufacture, or for the use of any but their own manufacture.

Philadelphia, Wilmington and Baltimore Railroad.

This company is now engaged blasting the large rock in the Susquehanna, which is in the direct line of their ferry boat. Much care has always been required, particularly at night, to avoid this rock, which is entirely under the water. The Havre de Grace *Times* says they are succeeding pretty well, but it will no doubt require some weeks yet to complete the work.

Ohio Canals.

The amount of Canal tolls, etc., paid into the State Treasury during the month ending October 31, 1860, was as follows:—

Ohio Canal	$13,489 47
Miami and Erie Canal	17,564 99
Muskingum Improvement	1,459 34
Hocking Canal	3,259 43
Walhounding Canal	61 36
Western Reserve and Maumee Road	497 01
Total	$36,331 60
Same month last year	22,277 73
Increase	$14,053 87

Reading and Columbia Railroad.

This road is the last link (being built 42 miles long) of a continuous air-line route of railroad between New York and Baltimore, via the New Jersey Central, the Allentown and Eastern, Allentown and Reading, then the Reading and Columbia, there crossing the Susquehanna Bridge to Wrightsville and York, and thence by the Northern Central Railroad to Baltimore, being the same gauge all the way. It is now being located, and will be completed within the next year.

Manassas Gap Railroad.

The tenth annual meeting of the stockholders of the Manassas Gap Railroad Company, was held in Alexandria, Va., on the 16th inst. President Marshal's report shows the gross earnings of the road for the year to amount to $160,427 24—an increase over the last report of $24,028 76; the working expenses, $81,823 68; amount paid the Orange and Alexandria road, $31,430 25, leaving a net revenue of $50,293 33, or $7,331 over last year's report.

The committe of examination report the road, from its junction with the Orange and Alexandria line to Mount Jackson, to be substantial, and in the best possible order. On the portion from Mount Jackson to Harrisonburg the work was much farther advanced than they expected to find it. The masonry for the bridges is nearly all completed, with a good part of the timber on the ground. The rails for the completion of the entire route are purchased, and by this time are probably shipped for Alexandria. In view of all the circumstances, the board feel confident that the entire road will be finished by the opening of the next harvest.

Evansville and Crawfordsville Railroad.

The extension of the Evansville and Crawfordsville Road, from Terre Haute to Rockville, will be completed in about two weeks, and cars regularly run over the road.

☞Col. R. W. Humphries, of Clarksville, has been elected President of the Memphis, Louisville and Clarksville Railroad, and has accepted the position.

DON PEDRO II. RAILROAD.

THE Board of Directors of the Railroad of Don Pedro II. proposes to contract for the construction of eleven and a-half English miles, from the egress of the large tunnel, west of the Serra do Mar, to a point selected for a station near the junction of the rivers Pirahy and Parahyba; and with this view will receive proposals, in sealed letters, to be opened on the 28th day of February, 1861, the competitors, or bidders, to be guided by the following regulations:—

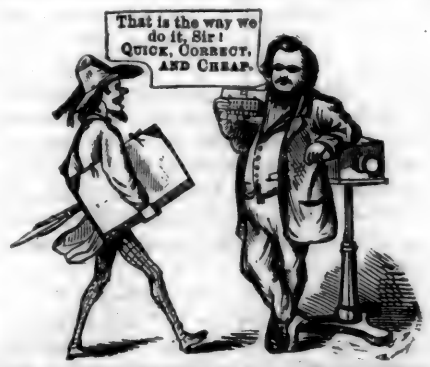
Proposals will be received for the whole eleven and a-half miles, or for any portion thereof not less than four miles—for, 1st, the road-bed; and, 2d, the superstructure; or for the road-bed and superstructure combined; but, in the latter case, the price of each must be stated separately. It being understood that only on inspection of the proposals will it be determined to make the award in whole or in part.

The specifications, which may be seen at the office of the directory, at the central station, must govern the construction in all that is essential; each proposal, however, may suggest such modifications as may be deemed useful, in order that they may be duly considered. At said office can be seen all the plans and inclinations, or profiles of the ground.

The directory insists upon the clause that the technical direction belongs exclusively to its own engineers. It also requires that specific prices shall be stated in the contract for every kind of work; and whether the contract be for specific prices or for a total one, the periodical payments shall be made by measuring the work done, and calculating the value according to the stipulated prices.

The deduction made for security can be substituted by a deposit of money or equivalent bonds, at the discretion of the directory; and the interest or revenue of the security shall be long in all cases to the parties to whom contracts are awarded.

Office of the Board of Directors
of the Railroad of Don Pedro II.
C. B. OTTONI, President.
A. ELLISON, Jr., Chief Engineer.
Rio de Janeiro, August 18, 1860. 2146



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OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 2nd, 1860.

The Annual Election for Directors of this Company, and for Three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the Second Wednesday (the twelfth,) of December next. The Poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

4145 GILBERT L. WILSON, Secretary.

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1.	General Table for all Bases and all Slopes.		13.	for Base 18 ft.	Slop.	1½ to 1
2.	For Side Hill Cuts and Fills.		14.	" 20	"	1½ to 1
3.	Base 12 ft.	Slopes 1½ to 1	15.	" 24	"	1½ to 1
4.	" 14	" 1½ to 1	16.	" 24	"	1½ to 1
5.	" 15	" ¼ to 1	17.	" 25	"	1½ to 1
6.	" 15	" 1 to 1	18.	" 26	"	1½ to 1
7.	" 15	" 1¼ to 1	19.	" 28	"	¼ to 1
8.	" 16	" ¼ to 1	20.	" 30	"	1 to 1
9	" 16	" 1 to 1	21.	" 30	"	1¼ to 1
10.	" 18	" ¼ to 1	22.	" 30	"	1½ to 1
11.	" 18	" ¾ to 1	23.	" 32	"	1 to 1
12.	" 18	" 1 to 1	24.	" 32	"	1½ to 1

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Notice to Contractors.

OFFICE GEORGIA WESTERN RAILROAD Co.,
Atlanta, Oct. 4th, 1860.

SEALED PROPOSALS will be received at this office until the 1st day of December next for executing the Grading and Masonry on fifty miles of the Georgia Western Railroad, commencing at Atlanta, and extending into Haralson county.

Profiles and plans, with approximate estimates of quantities, will be exhibited at this office on and after the 15th of November. Payments to be made in cash, monthly. The work is in a healthy locality, and will present superior advantages to contractors in obtaining supplies.

By order of the Board of Directors.

L. P. GRANT, Chief Engineer.

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[COPY.]

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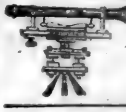
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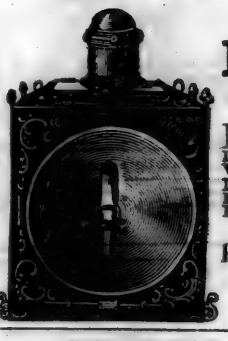
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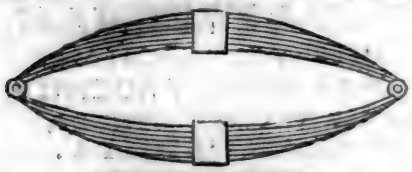
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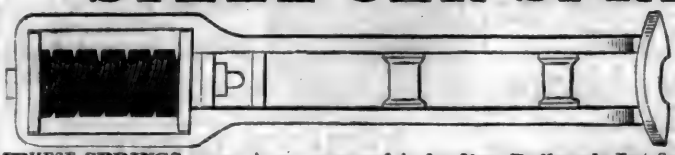
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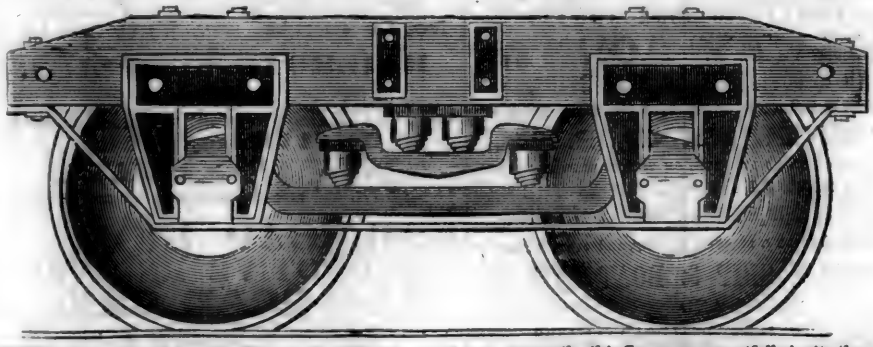
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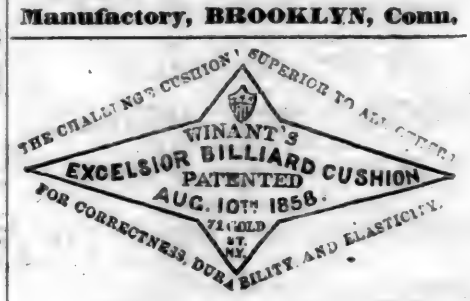
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 48.] SATURDAY, DECEMBER 1, 1860. [WHOLE No. 1,285, VOL. XXXIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

PRINCIPAL CONTENTS.

Baltimore and Ohio Railroad.....1068, 1057
Missouri Railroad Bonds.....1059
Domicil of Railroad Companies: Assessment of Corporations by Comm'ers of Highways.1059
Atlanta and Jacksonville Railroad.....1060
Blue Ridge Railroad.....1060
Mississippi and Missouri Railroad.....1061
Chicago and North-western Railroad.....1061
The Share Market.....1069
North East and South West Alabama R. R...1069
Virginia Central Railroad.....1069
Orange and Alexandria Railroad.....1069
Galena and Chicago Union Railroad.....1069
Junction and Break-water Railroad.....1070
East India Railway.....1070

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, December 1, 1860.

Baltimore and Ohio Railroad.

The business of this company for the fiscal year ending September 30, 1860, as set forth in the recent report of the President, exhibits a very gratifying increase. This is attributable to the increased crops of 1859, combined with the gradual improvement in the general business of the country, which have developed, for the fiscal year, the largest aggregate results in tonnage, obtained since the construction of the road. Notwithstanding the rates for transportation have ruled generally at a low standard, the advantages of this company in cheap fuel, and its ability for relative economy in working, have produced the largest net gain accomplished in its history—a gain exhibiting the best return heretofore realized upon capital invested in any similar railway enterprise either in this country or Europe. The large crops of the present season assure increased business; and the future, therefore, promises favorably.

The gross earnings of the Main Stem during the year were $3,922,202 94 being an increase of $303,584 49 over the preceding year, and of $65,717, 15 over the fiscal year 1858. The expenses of working and keeping the road and machinery in repair amounted to $1,616,615 61 being 41.21 per cent. upon the revenue, exhibiting a decrease of 5.35 per cent. compared with the previous year, and of 24.42 per cent. compared with the fiscal year of 1858. This continued improvement in the relation of expenditures to revenue results from economy of management. The reforms growing out of the thorough system of supervision of the expenditures of the company, embracing the details of the entire service, have been carefully and successfully maintained.

As interesting in this connection, and furnishing particulars of the reduction in expenses, the following analytic comparative statement of the revenue and working expenses on the Main Stem for the past fiscal years is presented:

	1858.	1859.	1860.
Revenue	$3,856,485 79	$3,618,618 45	$3,922,202 94
General expenses	$34,685 45	$28,481 65	$32,730 08
L'ss's b. accid'ts, etc.	21,357 89	7,664 71	4,766 81
Expenses of trans'n	662,222 48	533,487 03	480,467 26
Repairs of railway.	829,143 02	346,206 88	418,520 19
Do. of water sta's	11,677 90	7,249 99	5,057 64
Do. of depots	43,061 93	18,547 08	26,431 69
Do. of bridges	24,991 29	18,588 38	30,522 69
Do. of telegraph.	3,413 87	2,277 70	2,798 75
Do. of stationary machinery	38,310 84	24,543 84	25,809 37
Watching cuts	32,870 30	30,705 59	29,421 80
Watching tunnels	2,293 35	1,443 15	1,632 60
Watching bridges	7,441 30	6,168 95	6,393 65
Pumping water	10,357 13	9,917 33	6,782 70
Repairs of locomot's	372,849 92	281,458 16	230,794 72
Do. of dump cars	1,877 18	1,959 16	1,314 63
Do. of pass'r cars	52,213 06	49,305 50	38,088 71
Do. of burd'n c'rs	194,088 44	179,798 04	151,844 31
Clean'g eng's & cars	52,469 54	39,691 95	32,805 25
Contiug't expenses of mach'y depart't	2,550 00	3,149 25	2,437 83
Fuel	97,684 03	73,517 36	73,878 17
Preparing fuel and filling tenders	35,333 93	20,802 54	13,087 76
Repairs of su. pl'ws	2 79	-------	-------
	$2,531,199 29	$1,684,997 84	$1,616,615 61

It will be seen that whilst the gross revenue, in comparison with the last fiscal year has *increased* $303,584 49, the working expenses have been *reduced* $68,382 23, making an increase of net profits of the Main Stem of $371,966 72. As compared with the fiscal year 1858, (the increase of revenue being $65,717 15, and the decrease of working expenses $914,583 68) the increase of net profits amounts to $980,300 83.

By comparing the financial condition of the company at the close of the last fiscal year, it will be seen that the following payments have been made:

For increase of the Sinking Funds, exclusively by investments from the current net earnings, viz:—The Sinking Fund for the redemption of the City Loan, to $712,846 36, being an increase of	$41,231 60
For the redemption of the Mortgage Debts to $568,555 06, being an increase of	155,383 33
For redemption of Ground Rents on Camden Station to $74,969 93, being an increase of	14,250 00
Aggregate increase of Sinking Funds.	$210,814 93
For Rolling Power:—Payment to Ross Winans for locomotives, under contract assumed from the Northwestern Virginia Railroad Company	28,480 00
For additional advances, under the agreement, after crediting all revenue received to the Northwestern Virginia Railroad Company for payment of interest (including $90,0 0 on the bonds of that company, guarantied by the city of Baltimore,) and for expenditures in improving the condition of the road, etc.	285,359 51
For semi-annual cash dividend of 3 per cent. on the capital stock, on 9th November last	303,348 00
For semi-annual cash dividend of 3 per cent. on the capital stock, on the 13th April last	303,381 00
For interest on the dividend bonds of 1862	233,119 80
Making	$1,364,503 24
And the subjoined amount is held by the Treasurer for the payment of the remainder of the interest on the dividend bonds of 1862..	312,831 00
Exhibiting a total of	$1,677,334 24

In consequence of the improved condition of the Northwestern Virginia Railroad, and the greater economy in working, the advances to that Company have been reduced, as compared with the preceding year, $36,171.04; and $85,752 24, as compared with 1858.

The balance of cash in the Treasury, on the 30th of September, was $550,867 12, after deducting $165,000 for payment of interest on the city loan and the bonds of the company, which matures on that date. Included in this amount, is the sum reserved for the payment of interest on the bonds of 1862.

The bills receivable, and sum due from the Post

Office Department for mail service amount to $114,480 48, and the uncollected revenue is $370,-225 62.

After charging interest and ground rents for the twelve months, $735,314 38; $2,850 paid in compromise of suits of 1856 and 1858; $3,380, bonus paid to the directors of the steamship Great Eastern, in arrangement for her visit to the vicinity of the harbor of Baltimore; and $2,191 27, a loss in settlement with the Western Telegraph Company; and crediting the dividends and rents received from the Washington Branch, the increments of the sinking funds, house rents paid into the treasury, the difference in the amount of materials on hand in the machinery department, and the revenue, less all expenses,—the net gain is shown for the fiscal year, of $1,834,569 25, being upwards of 18 per cent. on the capital stock. Charging additionally, as legitimately due for the fiscal year, $181,983 60,—being one year's interest on the dividend bonds of 1862,—the remainder is $1,652,585 65, being upwards of 16 per cent. on the capital stock; and, deducting the entire interest on the dividend bonds for three years, accrued to the 1st June, 1860, (viz.: $545,950 80), the remainder is $1,288,618 45,—which still exibits upwards of 12½ per cent. upon the capital stock.

The strong financial condition of the Company, enabling it to purchase all its supplies for cash, and to avoid any necessity for borrowing money, has caused a further reduction, in the sum paid for interest, of $16,746 64, as compared with the preceding year, and of $79,883 96, as compared with 1858.

After all deductions—including the semi-annual dividends, $606,729, the extra dividend, $3,033,-060, and the entire interest accrued thereon, $545,950 80—the profit and loss account presents a surplus of $8,741,146 36.

The revenue of the Washington Branch for the year has amounted to $462,880 44, exhibiting an increase of $20,660 91 over the previous year. The working expenses have been $173,042 33, being $636 92 less than in 1859, and leaving net the sum of $289,838 11, thus presenting, comparatively, an increased gain of $21,297 83.

The ratio of expenses to revenue, for 1858, was 43⅛ per cent.; for 1859, 39.28, and, for the past year, 37.38 per cent.

The sums paid to the State of Maryland during the year, on account of the capitation tax, have been viz:

For tax on passengers between Baltimore and Washington Junction, for the fiscal year	$8,611 06
For tax on passengers between Washington Junction and Washington	69,210 89
Making	$77,821 95

—being 26.85 per cent. of the net earnings.

A semi-annual dividend of 4½ per cent. was paid in October, 1859, and the same in April and October, 1860.

The revenue of the Northwestern Virginia railroad for the year has amounted to $269,203 12; and the working expenses to $194,586 65.

The revenue is $29,031 83 greater than for the previous year, whilst the comparative expenses have been reduced $3,683 98. The net gain, as compared with 1859, is $32,715 76, and as compared with 1858, is $79,865 20.

The ratio of working expenses to revenue, for 1858, was 102.12; for 1859, 82.55; and for the past year, 72.28 per cent.

Under the arrangements made by the city of Baltimore with the Northwestern Virginia Railroad Company, the important work of arching the tunnels upon its line has been commenced. The largest and most difficult tunnels, (Nos. 1 and 6) have been first undertaken. It is understood that the work will be prosecuted as rapidly as the means at the command of the company will permit.

The aggregate revenues, working expenses, and net results of the Main Stem, Washington Branch, and Northwestern Virginia Railroad, for the fiscal years terminating respectively 30th September, 1859 and 1860, have been, viz:—

REVENUE.

	1859.	1860.	Increase.
Main St..	$3,618,618.45	$3,922,202.94	$303,584.49
Wash.B..	422,219.53	462,880.44	20,660.91
N.W.Va..	240,171.29	269,203.12	29,031.83
Total.	$4,301,009.27	$4,654,286.50	$353,277.23

EXPENSES.

	1859.	1860.	Decrease.
Main st'm.	$1,684,997.84	$1,616,615.61	$68,382.23
Wash. Br.	173,679.25	173,042.33	636.92
N.W.Va.	198,270.58	194,586.65	3,683.93
Total...	$2,056,947.67	$1,984,244.59	$72,703.08

Total increase of gross revenue	$353,277 23
Total decrease of working expenses	72,703 08
Total increase of net earnings	$425,980 31

An aggregate reduction is shown of $72,703 08 in working expenses, compared with the preceding year, although the large additional traffic has improved the revenue $353,277 23, making an increase net gain of $425,980 31. The same comparison with 1858 exhibits an increase of gross revenue of $80,373 73, and a reduction in working expenses of $1,002,661 13, presenting an increased net gain of $1,083,034 86.

The number of tons hauled, on Main Stem, in 1859, was 882,076 whilst during the past year the aggregate is 1,005,837 tons. The largest tonnage in any former year, was in 1857, viz: 895,401 tons. The excess of tonnage for the past year, over any previous year, is therefore 110,436 tons.

The tonnage between Baltimore and the Ohio River also proves to be greater than during any previous year.

The quantity of bituminous coal, paying frieght transported during the year, has been 427,798 tons—an increase compared with 1859 of 84,064 tons, and compared with 1858 of 94,996 tons. The deliveries of coal at Baltimore exceed those of the preceding year 23 7-10 per cent. The revenue from coal for the year has been $1,093,195 84, being $258,814 89 more than in 1859.

The shipments of cotton for the markets of Europe, and the Atlantic coast have been made, until recently, via New Orleans. In 1859, 6,888 bales sought the Baltimore and Ohio route; and during the past year these shipments have swelled to 14,182 bales. The Geographical relations of Tennessee, North Mississippi, Arkansas, and of their leading original mart, Memphis, point to the Mississippi and Ohio rivers for economical transit. A desirable outlet is offered for this extensive trade via Parkersburg, in view of its advantageous location on the Ohio river nearly 200 miles south of Pittsburg.

Liberal outlays have been made in improving the road; the expenditures for repairs of railway, on the Main Stem, having been $418,520 19, being $72,313 31 more than for the preceding year. 6,932 tons of new iron have been used, relaying 73¾ miles of track.—Large and superior white oak cross-ties have been selected, and 181,982 have been placed in the track during the year.

The Tarpeian Rock has been removed, and the tracks connected west of Ellicott's Mills—thus perfecting the line of double track to Marriottsville, and facilitating and adding security to the movement of trains.

A great improvement has been made on the 49th section of the road, at a cost of $6,500. A new line, with an improved grade, and a single curve of 1,520 feet radius, has been substituted for the line used for some years, which contained three curves, of but 300 feet radius.

The amount charged to repairs of bridges ($80,-522 69,) is largely in excess of the preceding year. The increase arises from desirable and permanent improvements. New and substantial abutments have been built for the bridges at Pikes' Fork and Cherry Run. At the latter stream a double-track iron bridge has replaced the culvert, which had caused occasional difficulties during periods of high water. The wooden structure over the South Branch of the Potomac (which was erected when the road was built), has been regarded as possibly not sufficiently strong for the increasing and prospective business of the road. In pursuit of the fixed policy of the Company, to insure safety, an improved iron suspension bridge is now being substitued. New abutments have been constructed, of solid masonry, with dressed granite facings. The iron work has been prepared by the machinery department, at the Company's shops at Mount Clare, at the cost of $11,772, and, although the structure has not yet been placed upon the road, the amount has been charged to the account of repairs of bridges for the past year.

The following remarks of the Master of Road appear to be fully justified by the experience of the Company:—"Our road has now attained a condition to challenge comparison with any other line in the country. Our tracks are in fine order; our ballasting and cross-ties have been steadily improved; our tunnels give continued evidence of durability; and our iron and other bridges are strong and reliable."

The entire equipment of locomotives and cars has been decidedly improved, and made so effective as to transact the large business of the Company with unfailing regularity and despatch.

The economy of burning coal in engines, both in the passenger and freight service, continues to demonstrate the immense advantage possessed by this Company in cost of fuel, compared with the competing Atlantic lines. The principal contract for coal, delivered on the cars of the company at Piedmont, has been made at 59 cents per ton of 2,240 lbs. The entire cost of fuel on the Main Stem (including its preparation and filling tenders,) for the fiscal year, has been $86,965 93, being $7,353 97 less than for the preceding year.

The Pittsburg and Connellsville road, by which a connection will be formed from Cumberland to Pittsburg, is a line of much promise and interest.

The more direct and intimate relations, and ex-

tensive business with the important city of Pittsburg, which the opening of this route would control, induce the hope that arrangements may be accomplished, at an early date, to insure its completion.

In order to present the magnitude of the interest of the State of Maryland and the city of Baltimore in the successful management of the Company, the following statement is presented of the payments to each, during the fiscal year, viz:

To City of Baltimore:—		
Extra dividend principal		$1,050,000 00
Interest thereon to 1st June, 1860, (3 years)		189,000 00
Dividends upon Main Stem stock, $3,500,000 (6 per cent.)		210,000 00
Tax on bonds, indemnified from taxation		472 11
Interest on Five Million Loan, (paid quarterly)		300,000 00
		$1,749,472 11
To State of Maryland:—		
Extr. divid'd (principal).	$205,680 00	
Interest thereon to 1st June, 1860 (3 years).	37,022 40	
Dividends on $685,600, Main Stem stock (6 per cent.)	41,136 00	
Dividends on $550,000, Washington Branch Road stock (9 per et.)	49,500 00	
Tax on passengers betw'n Washington City and Washington Junction	69,210 89	
Tax on passengers betw'n Washingt'n Junction and Baltimore	8,611 06	
Interest and tax on sterl. bonds	180,084 27	
		591,244 62
Making		$2,340,716 73

To the city exclusive of the extra dividend, $510,000 are now paid annually for regular interest and dividends on her investments in the road, and the principal and interest on the extra dividend amounted to $1,239,000.

The aggregate of interest, tax on passengers on the Washington road, and dividends paid the State, has been $591,244 62. Embracing the interest hereafter to be paid on the dividend bonds of 1862, the regular payment of dividends and interest will exceed $360,000 per year. Every taxpayer, therefore, of the State and of the city, has a direct and important interest in the effective and successful administration of the affairs of the Company.

The appreciation of these facts has led to great unanimity and co-operation among the respective representations in the Directory, and it is trusted will, for the future, induce the maintenance of the most harmonious relations.

The progress of the Sinking Funds, for the past five years is presented in the subjoined statement:

Sinking Fund from 1st October, 1856, to 10th September, 1860 (five years), viz:

	Totals of the three Sinking Funds for the five y'rs from Oct. 1, 1856, to Sept. 30, 1860.	Sinking Fund for the redemption of the Five Million Loan.	Mortgage Debts.	G. rents on Camden St'n.
1856	$489,086 17	$442,144 51	$20,000 00	426,941 66
1857	683,754 41	510,979 42	137,333 33	35,441 66
1858	987,284 13	619,675 81	270,666 66	46,941 66
1859	1,145,556 42	671,614 76	413,221 75	60,719 98
1860	1,356,371 35	712,846 36	568,555 06	74,969 93

The increase from $489,086 17 in 1856 to $1,356,371 35 in 1860, proves the system adopted by the company to be successful. In addition to the accretions from the interest on the investments held in the sinking funds, it will be recollected that, under the resolution adopted on the 17th December, 1856, $113,333 33 are to be annually appropriated to the reduction of the mortgage debts, and $6,000 are also to be invested for the redemption of ground rents on Camden Station. Upwards of $200,000 per year are now withdrawn from the current earnings, for the purchase of the mortgage bonds and indebtedness of the Company. Ample provision is thus wisely made for the payment of the entire funded debt.

Since the date of the report, the injunction case in regard to the Extra Dividend declared by this Company December 17th, 1856, and which was then pending before the Circuit Court of the United States for the Maryland District, has been heard and decided. The argument on both sides was full, and the opinion of the Court most elaborate. It establishes the existence of an amount of net profits, more than sufficient for the dividend, and their application to construction, under a pledge to return them to the stockholders; and decides that the power to return such net profits, so used, cannot be questioned, since the decision of the Court of Appeals of Maryland in regard to the bond dividend of 1846. The dividend, therefore, is sustained by this learned tribunal, on the very grounds of fact and law on which it was rested by the board. The injunction to restrain the payment of the dividend was, in consequence, refused, and the Court, for reasons assigned by it, proceeded further to dismiss the bill, so that the suit is at an end.

The Company has since proceeded in the delivery of the bonds of 1862, and in the payment in full of the entire amount of interest accrued.

Missouri Railroad Bonds.

In regard to the interest on the Missouri State debt, the St. Louis *Democrat* says: "We believe all of it is already provided for except some $250,000. The indebtedness of St. Louis County, the interest of which is due in New York Dec. 1, is large. The interest due at that time, amounting to $250,000, has just been provided for, arrangements having been made with our large institutions for that purpose."

The St. Louis *Republican* has the following upon the same subject: "As regards the payment of interest on our State bonds and of the bonds of the County falling due presently in New York, it may be answered, that there is no doubt of its being met promptly. The County has entered into arrangements that insure its being placed in New York at the day. Negotiations are in progress for anticipating the State revenue, so as to make it certain that the interest on the State bonds will be paid promptly."

The Treasurer of the State of Missouri has issued the following notice:

TREASURER'S OFFICE, Jefferson City, Nov. 21, 1860.

Notice is hereby given to all holders of Missouri Railroad bonds that the coupons for the semi-annual interest on said bonds will be paid on presentation at the Bank of Commerce, in New York, on and after the 1st day of January next.

A. W. MORRISON, State Treasurer.

Journal of Railroad Law.

DOMICIL OF RAILROAD COMPANIES: ASSESSMENT OF CORPORATIONS BY COMMISSIONERS OF HIGHWAYS.

The commissioners of the town of Cortlandt in Westchester county, New York, assessed the Hudson River Railroad Company as a stock corporation under the power conferred by Sec. 1 of chapter 431, of the laws of 1837. The company were taxed by name upon the last assessment roll of the town for real estate owned therein; and the land so owned by them was not assessed as land of a non-resident owner, but as land of a resident owner. The principal place of business of the company is in New York City, and the lands thus taxed were a portion of the track and certain depot grounds on the route of the road, which passes through the town. It was contended by the company that the assessment which was for highway labor, was erroneous and void, and that the commissioners should have assessed the lands owned by the company as lands of a non-resident owner according to another statute.

The case came up by *certiorari* before the General Term of the New York Supreme Court in the second Judicial District. The following is the opinion of the court.

EMOTT, J.—The question whether a railroad corporation is to be considered as a resident for purposes of taxation or otherwise in such county through which its road runs, or only in the city where its principal business office is situated, may perhaps be involved in some doubt. Residence and inhabitancy are terms which obviously can only be used of such a corporation in a qualified or accommodated sense. The term domicil, which had a somewhat different meaning, involves still more the idea of purpose or intention, and is, I suppose, not properly applicable to such an artificial being. Still the question whether such corporations are to be treated as residents or non-residents, occurs in various shapes. It is material in reference to taxation, and it arises in applying the statute regulating process from inferior courts, and the jurisdiction of those courts.

The proper mode of taxing the lands of railroad corporations for highway labor, as well as for the general purposes of government, must undoubtedly be ultimately determined by ascertaining whether they are to be regarded as resident or non-resident owners of their lands, in the various towns through which their track is laid. But I have been unable to see how we can reach the question in the present case. The first section of the act of 1837, under which the defendants made the assessment now complained of, directs these officers in apportioning the residue of the highway labor to be performed in their town, after assessing one day's labor upon every male inhabitant of full age, "to include among the inhabitants of such town, among whom such residue is to be apportioned, all moneyed or stock corporations which shall appear on the last assessment roll of the town to have been assessed thereon." The rule of action for the commissioners of highways, therefore, is to follow the previous action of the assessors. They are not to assess such corporations as are situated in their town, or such as may properly be considered inhabitants of such town. They are to take the last assessment roll for a guide, and to include in their assessment every corporation which they find assessed therein. The

corporations the act intends shall be included among, and treated as inhabitants for all its purposes. The highway law itself affords no rule or principle for discriminating between such corporation as are and such as are not taxable in the towns, nor between such portions of the property of these corporations as may or may not be thus taxable. It affords no data by which we can decide whether a railroad corporation may properly be deemed to have a residence in all or any of the towns through which its road passes. On the other hand the laws regulating the assessment and collection of general taxes, do contain directions and regulations as to the mode of taxing such corporations. The highway law does not even direct the commissioners to include in their assessment such corporations or such corporate property as ought to have been taxed in the town and upon the last preceding assessment. These officers are to be guided by the fact not the right. The question of right is to be determined by one set of officers only, the assessors; and is not left open for independent and possibly conflicting action by two assessing boards in the case of the two taxes.

If we were disposed or felt justified in considering the merits of the main question which was somewhat argued at the bar, that of the residence of the relators, we could only do so in reference to the assessment of the general tax. If we could say that the statute meant that the commissioners should include in their assessment such corporations as were rightly and legally taxable in their town, we must refer that question to the general tax, and we should be brought to the question, how the lands of this company ought to be taxed by the town assessors. If it be not the corporations which were actually and as a matter of fact upon the last assessment roll, which are to be taxed as inhabitants of the town for highway purposes, it can only be corporations which properly and legally appeared upon that roll, which can be so included, I can discover no landmarks by which our investigations could proceed but these.

But this question the counsel for the relators declined to argue, and as it was intimated that it was to be presented to us directly in view of the proceedings of the town assessors in the case of the same company, it is proper that we should reserve any discussion of it at present.

We do so the more readily, because, as already intimated, we cannot consider the question brought before us by the present proceeding. This return states that the relators were assessed by name, as a corporation, upon the last assessment roll of the town of Cortlandt, and even if it also state facts which would show that they were improperly taxed in that roll, still the rule for the defendants was whether the relators appeared in the roll, not whether they ought to have appeared there. The error, if there be one, can only be reached by correcting the town assessment. Then the commissioners of highways will be bound to follow it; or rather they cannot tax by name, as an inhabitant of the town, any corporation which is not so assessed upon that assessment list. But while the relators appeared upon the town assessment roll in the manner stated in this return, the defendants were not only justified but required to assess their property in the manner in which they imposed this tax. The proceedings which this writ brings before us must, therefore, be affirmed.

Atlanta and Jacksonville Railroad.

Col. L. P. Davis, agent of this company, was in our place on the 6th. He had passed along the entire route down Terrapin creek and by Cross Plains, for the purpose of securing the right of way, and informs us that he had succeeded along the entire route, with some three or four exceptions. He has also traversed previously the direct route, which comes in due east, to within six miles of this place, and secured the right of way in every instance, and while here saw nearly all the settlers in the remaining portion, who gave him assurances, that the right of way would be unanimously given.

We sincerely hope that the company may find it to their interest, upon a careful and accurate survey of both routes to adopt the most direct and shortest by some six miles, which comes in directly east of this place. We feel perfectly assured, that at least fifty thousand dollars more of stock will be taken on this than any other route. Should they fail to do so, and intersect the Rome road some fourteen miles north of this, the Griffin road will certainly make the direct connection, and thereby divert a large amount of travel and business from this road.—*Jacksonville (Ala.) Republican.*

Blue Ridge Railroad.

At a meeting of the stockholders of the Blue Ridge Railroad Company of South Carolina, held on the 31st of October, the President, Hon. Edward Frost, submitted a report on the operations of the past year, and the present condition of the company. From this we learn that the Legislature at its last session directed a subscription of $300,000 to be made for the State to the stock of the company, payable in 6 per cent. bonds, for the purpose of completing the road between Anderson and Walhalla, and for no other purpose; and directing that the work beyond that village be immediately suspended unless further subscriptions could be obtained. Every part of the work beyond Walhalla was therefore immediately suspended.

From the report of Col. Walter Gwynn, Chief Engineer, we learn that the bridge over Eighteen Mile Creek is finished, and that the bridge over Seneca River will be completed by the 1st of January next. At that time the grading will be done, and the cross ties laid, so as to be ready for laying the iron; and he expects the road will be ready for operation in February next. All the materials necessary for the construction of the bridges at Seneca and Twenty-Six Mile Creeks had been purchased and delivered. The rails, chairs and spikes had been imported, and no delay in the completion of the road to Walhalla was anticipated. A section of 33 miles, or nearly one-sixth of the entire line to Knoxville will then be in operation.

A table is appended exhibiting a comparison of the several quantities and kinds of work originally to be done for the construction of the road in the several States of South Carolina, Georgia, North Carolina and Tennessee, from which it appears that the grading in South Carolina is more than double the grading in Tennessee, with the same length of road; and is nearly equal to the whole grading in North Carolina and Tennessee, 126 miles. The tunnels in South Carolina exceed all the tunnelling on the line; while the bridge and arch masonry in South Carolina is nearly equal to all the bridge and arch masonry of the whole road. The estimated cost of the road in South Carolina and Georgia, which is 70 miles in length, and 30 per cent. of the distance to Knoxville, is 58 per cent. of the estimated cost of the whole road.

The following statement exhibits the *per cent.* of the work which has been done:

	S. Car.	Ga.	Tenn.
Grading	80	45	30
Tunnels	66	15	..
Bridges and arch masonry	73	46	53
Square drains or culverts	84	75	48

—from which it will be seen that the principal part of the work has been done in South Carolina and Georgia. No work has been done in North Carolina. The work in Tennessee was done in order to comply with the conditions which were annexed to the grant of the charter and of aid by that State. The road might have been finished by this time to Rabun Gap, and far advanced to completion as far as Knoxville if the work had not been interrupted by frequent suspensions.

The estimated cost of finishing the road from Walhalla to Knoxville, in sections, is as follows:

From Walhalla to Clayton, S. Carolina portion, 22 miles.	$761,218	
Georgia portion, 9 miles....	558,946—	$1,320,165
From Clayton to Franklin, Georgia portion, 8 miles..	175,387	
N. Carolina port'n, 14 miles.	414,248—	589,636
From Franklin to Nantihala 28 miles..		899,958
From Nantihala to Tenn. line, 38 miles.		859,182
From Tenn. line to Marysville, 37 miles.		879,706
Finishing the road from Marysville to Knoxville, 18 miles.....		307,915
Sept. 1, 1860.—Total cost of finishing the railroad from Walhalla to Knoxv.		$4,586,512

The Treasurer's statement shows assets to the amount of $1,120,914, applicable to the construction of the road, leaving a balance of $3,465,598 necessary to finish the entire road; a guarantee of $1,000,000 more by the State, wil leave only $1,-465,000 to be provided. The sale of the balance of the first mortgage bonds will nearly produce this amount. What may be wanting can, confidently, be expected from North Carolina and Tennessee. The Board is confident that the proposed aid will be sufficient to carry through the road.

The original estimate of the cost of the road was $7,575,677. By adding the amount of expenditure to the estimated cost of completing the road from Walhalla to Knoxville, it appears that the road can still be finished at a cost within the original estimate. The estimate has been made in sections, which it is believed will be the stages in the progress of the road. The report says:

The first and most important section is from Walhalla to Clayton. In that distance the mountains are crossed and all engineering difficulties overcome. Clayton will present a point for the connection of other roads, west of the mountains, at a cost within the means of the people. To expect that they should construct a difficult, costly and unprofitable section of the road across the Blue Ridge, is even more hopeless than to expect that the same should be built, by individual contributions, from the eastern side of the mountains. The crossing of the mountains must be effected, if at all, by State aid. The State of South Carolina, alone, is interested in the construction of the Blue Ridge Railroad. Indeed, the States of Georgia and North Carolina are interested that it should not be finished. No aid can, therefore, be expected from either of those States. The enterprise must depend, exclusively, on aid from the State of South Carolina for its completion.

When the road is finished to Clayton, the people of Franklin will be stimulated to make a connection from that town. The citizens express confidence that, by their own effort, the road will be

graded from Franklin to the Georgia line. The people of Macon and Jackson counties have, at several large meetings, voted in favor of a subscription of $50,000 by each of those counties. The individual subscription can be increased. Thus the South Carolina Company will receive large aid in completing the road to Franklin.

The next stage is to Nantihala river. This point was taken as a station, because there the western extension of the North Carolina Central Road will cross the Blue Ridge road. This western extension is very nearly, if not quite, completed to Morganton, at the eastern base of the Blue Ridge mountains. From Morganton, the road across the mountains has been let to contract, and is in progress of construction to within a few miles of Asheville. A corps of engineers have, the past summer, located the western extension from Asheville to Ducktown. Those who are interested in this extension are confident of State aid to carry it through. A company is organized for the construction of a road from Ducktown to Cleveland. From this last town a road is finished to Chattanooga. When the road from Nantihala to Ducktown is completed, it will largely contribute to the business of the Blue Ridge road. The value of that road will effect the extension of the Blue Ridge road from Franklin to Nantihala.

When the Blue Ridge road is thus far extended, it will be taken up in Tennessee. For experience shows that, as soon as an advantageous railroad connection can be made, at a cost within the means of the people, they will be animated to the effort and provide the means to make it.

The State of Georgia has granted a charted to the Hiwassee Railroad Company to connect Ducktown with Clayton. Those who are interested in that road are sanguine of aid from that State. They are most desirous of that connection, as the best for them; but they can do nothing unless the Blue Ridge road is finished to Clayton. If that is long delayed, the impatience of the people will make them unite on the Ellijay Railroad, which will connect Ducktown with the Georgia road near Marietta. When this is done, a completed road, though much less advantageous than the Hiwassee road, will satisfy the people, so far as to make them desist from the effort and cost of making the latter. Besides, the interest of private stockholders and of the State, if aid is given to the Ellijay road, will create strong opposition to the making of a rival road.

The expectation of these extensions of the Blue Ridge road from Clayton, is not visionary. It is supported by observation of the progress of every existing railroad, to look no further than our own State. As soon as the north-eastern road was finished to Florence, it was carried on to Cheraw. It was no sooner finished to Cheraw, than its extension to the coal fields in North Carolina, and to Fayetteville, immediately engaged attention, and produced a combined effort to accomplish it. The South Carolina Central has shot out a branch from the north-eastern, to Charlotte. From Charlotte, a road to connect that town with Statesville, on the North Carolina Central, is being constructed. The same active tendency to extension will be noticed in every finished road in South Carolina. It pertains to every road, and its effect for progress is manifest in them all. In no section of country will this tendency operate more strongly than in Western North Carolina, East Tennessee, and North-western Georgia. The Rabun Gap is, to all that region, the shortest and best outlet to the Atlantic coast.

The Mississippi and Missouri Railroad.

This Road is to be completed, and cars running to Brooklyn before the 1st of January. The Des Moines *Reporter* says:

Six hundred hands have been placed upon the work between Brooklyn and Marengo. The terms of the land grant require the completion to Brooklyn by the time specified. But the Company have no intention of stopping there. They have informed the Stage Company that they do not intend to stop until they reach Grinnell, and there only long enough to accomplish the work beyond that point.

Railroad Earnings.

The report of the Receiver of the Central Ohio Railroad Company, for September, 1860, is as follows:

RECEIPTS.

Balance as per last report			$32,104 32
Receipts from passengers	$31,387 24		
Do. freight	40,071 21		
Do. mail	6,465 62		
Do. express	1,123 31		
Do. mileage on cars	777 35		
Do. other sources	162 30		
		79,979 99	
Total			$112,084 31

EXPENDITURES.

Amount brought forward		$5,740 57	
Various items		1,743 85	
Payments for liabilities incurred in August		58,087 96	
Payments for liabilities incurred in September		2,318 60	
		67,890 98	
Balance on hand			$44,193 33
Earnings from passengers	$26,091 47		
Do. express	1,879 78		
Do. mail	2,202 50		
Do. freight	35,307 57		
		$65,481 32	
Expenses		38 109 26	
Difference			$27,372 06
Liabilities incurred by Receiver, in September, and remaining unpaid, Sept. 30			$57,324 44
Liabilities incurred by others and due road		21,062 20	
Excess of liabilities due by the Receiver			$36,262 22

Annexed is an abstract of the statement of the Receiver of the Cleveland and Pittsburg Railroad from the 14th of June, the day of his appointment, to the 1st of September:

RECEIPTS.

Gross earnings from June 14, 1860, to August 31, 1860, two and a half months:	
Freight	$147,688 44
Passengers	69,086 75
Miscellaneous	22,059 60
Total	$238,834 79
Proceeds of assets received from the Company, and since reduced to available means	98,342 18
Total	$337,176 92

DISBURSEMENTS.

Operating expenses from June 14, 1860, to August 31, 1860, two and a-half months	$117,465 09
Payment of interest	98,281 29
Lease of P., Ft. W. & C. R. R. track.	1,250 00
New depot building, Pittsburg	6,187 51
New machine shop, Cleveland	19,912 71
New cars, etc.	8,576 06
Payments of notes issued and obligations assumed by the Company during the present year, and previous to the appointment of Receiver	10,011 41
Payment of operating expense incurred previous to June 14, 1860	66,692 82
	$337,176 92

The statement shows the operating expenses of the road to have been only forty-nine per cent. of the gross earnings. The track has undergone constant improvement, and is now in better condition than at any period in the history of the line, substantial buildings have been erected, new cars placed on the line, and the machinery kept in the most effective condition.

The reports of the Receiver of the Steubenville and Indiana Railroad for the months of May, June, July and August show the following receipts and expenditures:—

	Earnings.	Expenses.
May	$23,274 45	$22,218 18
June	20,932 55	19,681 34
July	24,894 92	18,509 86
August	31,688 37	26,847 09
Total	$100,790 29	$81,256 47
Net earnings	19,533 82	

The receipts of the Grand Trunk Railway of Canada, for the week ending November 17, 1860, were $81,847 15
Corresponding week, 1859 56,154 40
Increase $25,692 75
Total traffic from July 1, 1860 $1,292,003 00
Do. for same period last y.. 949,032 09
Increase $342,970 91

The following are the earnings of the Great Western Railway of Canada for the week ending November 16, 1860:

Passengers	$22,060 96
Freight and live stock	21,904 60
Mails and sundries	1,391 53
Total	$18,358 09
Corresponding week of last year	41,236 52
Increase	$7,120 57

Annexed are the receipts of the Sixth and Eighth Avenue Railroads for the past four months:

	Sixth Avenue.	Eighth Avenue.
July	$30,563 11	$39,610 03
August	29,691 44	33,644 42
September	32,038 87	34 525 11
October	34,578 22	35,054 56
Total	$126,871 64	$142,854 12

The following statement shows the business of the Reading Railroad during the month of October, 1860, compared with the same month of 1859:

	1860.	1859.
Received from coal	$267,457 06	$204,795 67
Do. merchandise.	66,148 21	46,842 27
Do. travel, etc.	35,351 17	32,007 96
	$368,956 41	$283,645 90
Transportation, roadway, dumpage, renewal Fund, and all charges	144,812 38	134,899 51
Net profit for the m'th.	$224,144 06	$148,746 39
Do. for previ's 10 mos.	1,269,781 10	981,022 19
Total net profit for 11 months	$1,492,925 16	$1,129,763 58

Chicago and Northwestern Railroad.

The work between Oshkosh and Appleton is being prosecuted with vigor notwithstanding the difficulty that has been experienced by the company in procuring workmen. We hear it reported unofficially, that two hundred and fifty hands could find employment on the works. The distance from Oshkosh to Appleton is twenty three miles. It is the design of the company to complete the road to the latter place before winter sets in.—*Chicago Times.*

Chicago, St. Paul and Fond du Lac Railroad.

It is the design of the Chicago and Northwestern Railway Company to complete their road to Appleton before winter sets in.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	.....
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,338,718	427,285	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	563,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	735,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,000	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,908,455	302,511	—	1,936,739	1,510,500	319,444	4,323,922	122.4	.....	333,500	162,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	139
31 Dec. '59	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,533	8	.....
30 Nov. '59	66.0	—	8.5	—	14	17	292	Norwich and Worcester	2,468,983	149,711	—	2,122,500	714,908	14,079	2,851,577	66.0	.....	351,690	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
.. .. '59	154.2	—	.....	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	.....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,164,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	.....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	.....	70
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	53½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	34.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,360	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	63
.. .. '57	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	55½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
.. .. ..	148.0	—	.....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,603,958	623,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	53
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	836,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	293	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	420,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	86.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,264	99 ,060	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	—	—	4	4	21	Androscoggin	757 351	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,710,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73.186	281.929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9.572	5,976,472	149.0	429.791	645,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....					—	.....
31 May, '59	84.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.6	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,681,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	55½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	188.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601.360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553.484	915,628	450,096	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,962,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	330	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	100
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,288	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	88
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,152	343,915	—	84½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	658	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,889,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	663,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	103
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32.480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	8	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107.478	246,798	106,317	—	15
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,006,369	188.0	.....	365,038	144,270	—	.....
-- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	50
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	14
-- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,342	323,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,763,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	—	—	—	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
... ...	—	—	—	.....	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,408	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	80,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165.883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	28	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42.705	525,205	ope	r. by Eas	tern Mass.	.....	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,006,459	ope	r. by Con	coord.	88,577	8	99½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	56
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	202,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	907,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,708,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	183
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	2,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	104
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,236	1,760,562	53.0	.....	256,236	107,321	5½	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,302,717	33.8	398,784	.....	554,087	10	125
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	96,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	289,278	—	—	216,794	.....	56,582	.....	—	—	15,844	1,388	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135	436,085						
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	27.5	36,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	.....	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	330,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	252,741	14,000	28,716	295,457	—	—	—	—	—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	42½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	.....	—	75,771	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	—	—	—	132.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	.....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	73
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,328,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	28½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	14½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,237	121.8	347,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,988	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4*	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,435	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	.....	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,278	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,076	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	.....	—	275,000	.....	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	.....	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	238	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	66,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	.....	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	—	—	—	—	—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,638	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,206	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	110
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	12
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	28
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	.....	.....	.....	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Bolpre	860,496	*	—	437,838	422,656	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	'24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	83
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,406,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & Now'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,600,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	75
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,126	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	80
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	.....	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	.....	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	596,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	28,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	—	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,338	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,196,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	32½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	.....	—	1,000,000	.....	.....	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	96.0	6.0	.....	—	81	60	487	Phila., Wilmington and Balt.	7,788,788	*	78,962	5,000,000	2,408,438	370,078	8,488,513	—	11 mos.	1,098,168	427 696	—	48

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Year ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	90.5	4	4	43	Pittsburg and Connellsville ..	1,501,414	79,393	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville ...	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna..	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	5½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	90.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— —	'58	40.3	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan.	'59	143.2	21.3	.....	—	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug.	'58	22.5	—	.....	—	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July	'58	32.0	—	.....	—	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb.	'59	102.0	—	.....	—	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec.	'58	136.0	106.0	.....	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July	'58	25.1	—	.....	41.9	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	.....	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia..	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,716	187,466	—	.....
1859	.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia .	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3	149,167	.....
1860	.....	?	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston.....	5,806,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio.....	2,269,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	—	.....
1859	.....	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	—	.....
1859	.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester..	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859	.....	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga...	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859	.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern .	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	—	—	.....
									TEXAS, (*all aided by State*).													
— —	'58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— —	'58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— —	'60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	.....	—	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May	'60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central ..	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— —	'59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— —	'59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May,	'59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug.	'59	119.6	—	13.0	—	26	18	555	Rutland and Burlington.....	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug.	'59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	176,830	172,826	37,124	—	.....
30 Jun.	'59	119.0	—	20.0	—	42	28	885	Vermont Central.....	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun.	'59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug.	'59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug.	'59	64.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	832,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug.	'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep.	'59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep.	'59	103.5	—	.....	—	8	—	—	Northwestern Virginia.....	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep.	'59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,000,824	*	—	1,981,167	2,316,879	285,532	6,225,915	97.6	.....	288,297	157,572	—	.....
30 Sep.	'59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg...	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep.	'59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep.	'59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep.	'59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	90
30 Sep.	'59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg ...	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	64
30 Sep.	'59	23.7	—	0.2	14.6	2	—	23	Richmond and York River....	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	—	—	—	.....
31 Jan.	'60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep.	'59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,161	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep.	'59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep.	'59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,460	—	.....
								WISCONSIN.													
1 Dec.	'59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar.	'59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*.....	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec.	'58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago.....	1,830,073	*	21,204	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— —	'57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon.....	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	.60,066	.....	—	.....
31 Dec.	'58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*....	7,108,026	1,006,100	—	3,696,698	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	17½
— —	'57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan.	'58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— —	'58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July	'59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— —	'59	81.0	—	.....	—	16	17	214	Montreal and Champlain.....	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— —	'59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep.	'58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— —	'59	229.0	128.0	.....	—	87	126	1,689	Great Western.....	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,300,900	.....	.....	3	.....
— —	'59	24.0	—	.....	—	2	2	52	London and Port Stanley.....	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— —	'59	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.).....	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— —	'59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— —	'59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov.	'58	29.9	0.9	.....	79.8	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— —	'59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada.	988,746	*	—	868,493	.....	70,253	988,746	60.0	.....	.....	.....	—	.....
									NOVA SCOTIA.													
— —	'59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
									NEW GRANADA.													
— Dec.	'58	48.7	—	.....	—	.....	.....	.....	Panama.....	8,000,000	*	—	4,978,000	2,497,000	—	8,000,000	43.7	.....	1,925,444	1,260,160	13	116

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	520,000	7	1872	62
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	983,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80½
" "	700,000	6	1880	89½
" "	1,128,500	6	1875	97
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	53
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	62½
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,385,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	90
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	46
2d Mortgage	2,000,000	---	------	20
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	75
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	67½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,164,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	68
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.**	------	---	------	----
***Columbus, Piqua and Indiana :**	------	---	------	----
	------	---	------	----
Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
	------	†	------	----
	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	90
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee :				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 n y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
	------	---	------	----
	------	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,600,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	90
2d Mortgage (S. F.)	1,738,000	7	1875	82
Galvest'n, Houst. and Henders'n :				
	------	---	------	----
	------	---	------	----
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,360,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
	------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	60
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill :				
	------	---	------	----
	------	---	------	----
	------	---	------	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'63–'70	106
2d Mortgage	1,980,000	7	1860	102
3d Mortgage	1,840,000	7	1875	95½
Convertible	1,002,000	7	1877	87
Illinois Central :				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,685,000	7	1875	87
Construction	4,115,000	6	1875	87
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	57
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	800,000	7	1866	82
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	84,200	7	------	----
Jeffersonville :				
1st Mortgage	239,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	280,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
	------	---	------	----
	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	16
2d Land Grant (Western Div.)	353,600	†	------	16
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,240,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	93
1st Mortgage (convertible)	500,000	8	------	95
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,235,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	80
2d Mortgage	2,175,000	†	1877	52
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	65
1st Mortgage (convertible)	650,000	8†	1863	64
1st Mortgage (convertible)	1,250,000	8†	1877	64
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	55
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	339,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	376,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	92½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	92½
Premium Consolidated Stock	8,000,000	6	1883	92½
Real Estate	221,000	6	1883	92½
New Convertible	3,000,000	7	1864	103
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	95½
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	75
5th Mortgage	1,277,000	7	1883	91½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	60
Sinking Fund	2,193,000	7	1875	60
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	95½
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,508,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,300	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	61
2d Mortgage	461,378	8	------	92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,589,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Peterab'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	83
Mortgage (convertible)	3,586,500	6	1886	76½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	76½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	*100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	$324,000	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	...	1860	....
3d Mortgage	75,000	...	1870	....
4th Mortgage	60,000	...	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	...	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	...	1875	....
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	...	.....	....
2d Mortgage	450,000	...	.....	....
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	...	.....	....
2d Mortgage	900,000	...	.....	....
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	...	.....	....
St. Louis City Subscription	500,000	...	.....	....
St. Louis County Subscription	1,000,000	...	.....	....
Carondelet Subscription	50,000	...	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	...	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	82
2d Mortgage (convertible)	2,000,000	7†	'68-'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	...	.....	....
Mortgage	46,000	...	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	....
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	....
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	....
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	....
***Vermont Central:**				
1st Mortgage	.....	...	.....	16½
2d Mortgage	.....	...	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	...	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1866	85
Warren (N. J.):				
1st Mortgage	568,500	...	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
***Western Vermont:**				
1st Mortgage	700,000	...	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	...	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	...	1866	70
2d Mortgage	1,000,000	...	.....	....
Income	177,000	...	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	...	.....	....
Sterling, issued in 1858	144,500	...	.....	....
Company's, endorsed by State	203,500	...	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	893,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending Nov. 28, 1860.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28.
FEDERAL STOCKS:—						
U. S. 5s, 1874	97	97	97	97	96½	97
U. S. 6s, 1866	....	....	....	98	....	....
STATE STOCKS:—						
California 7s	87	85	88	88	....	87
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	....	....	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	71	71	72½	71½	69	69
New York 5s, 1874	....	....	....	....	....	....
" 6s, 1865	....	....	....	....	....	....
North Carolina 6s	....	85	....	84	....	....
Ohio 6s, 1860	....	....	....	....	....	....
Tennessee 6s, 1890	80	80	81	80	....	77
Virginia 6s	82	80	81	80	78	79
RAILROAD SHARES:—						
Chicago, Burl. and Q.	72	70	73½	69½	70	70
Chicago and Rock Isl.	55	56	58	54	53½	53
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Asht.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	9	....	9
Clev. and Toledo	29	29½	30½	28	28	28
Del., Lack. and West.	....	80	....	....	80	....
Galena and Chicago	64	66	67	63	63½	63
Hudson River	46	46½	48½	44	42½	42
Illinois Central (scrip)	60	59	63	59	59	58
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	56	54	56	53	50	50
M. S. and N. I. guar'd	33	34	36	30	31	31
M. S. and N. I.	14½	15½	16	15½	16	14½
Milwaukee and Miss.	....	....	....	9	8	8½
New Jersey Central	105	105½	....	....	106½	105½
New York Central	75½	77	79	76	74½	75
New York and Erie	30	31	32	30	28	29
N. York and Harlem	16	15½	16	15	14	14
N. Y. and H. "pref."	....	35½	36	33½	34	34
Panama	113	115½	120	114	116	115
Phila. and Reading	37	36	37½	34½	....	34
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	45	46	43	46	....
" " 2d M.	....	18	20	21	20	18
" " S. F.	....	....	....	15	....	....
Cl. & Tol. S. F. 7 p.c. '85	60	....	....	68	68	70
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	90	90	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	90	....	95	....
" 2 M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	102	....	....	....	....	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	80	....	82	....	....
Illinois Centr. 7 p.c. '75	87	86½	88	88	87	86
" " 6 p.c. '75	....	....	....	....	....	....
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	92	92	93
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	....	74	....	....
" " 2d M.	44	48	48	53	52	....
" " S. F.	68	....	70	....	70	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	75	76	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	90	90	90	....	....	....
" 1 M. 7 p.c. '64	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	93½	90	....	....
" 2 M. 7 p.c. '59	....	....	....	....	95	....
" 3 M. 7 p.c. '71	84	....	83	87	....	....
" 4 M. 7 p.c. '80	68	75½	....	78	....	....
" 5 M. 7 p.c. '83	....	....	....	65	....	70
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	45	51	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	92	....	....	93	93	....
" 2 M. 7 p.c. '64	....	....	....	90½	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	95	....	93	92
America, Bank of	....	....	....	108	....	....
Commerce, Bank of	95	92	95	95	93½	92
Merchants' Exch. B'k	....	92	92	91	91	90
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	100	....	107	107	105	103
MINING STOCK:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hud. C. Co.	87	88	89½	90	89	89
Cumberland Coal Co.	....	....	10	10	....	....
Penn's Coal Co.	....	....	....	....	75	....
Pacific Mail S. S. Co.	77	77	86	80	79	80
Canton	15	....	....	....	15	15
Brooklyn Water W's.	....	....	102	....	....	....

The following are the closing prices in the London Market on the 26th October:

United States 5 p. c. red. '74	94	to	94½
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60.	92½	to	92½
Do. $100 shares, all p'd.	76	to	78
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage (sinking fund), 1882	92	to	94
Do. $100 shares	61	to	63
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	73	to	75
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	90	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	65	to	70
Do. Shares, assented	39	to	40
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	39	to	41
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, December 1, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 19th inst., at which the 34th annual report was presented, and the following gentlemen elected directors for the ensuing year, viz: John Hopkins, Samuel W. Smith, Francis Burns, Wesley Starr, William A. Hack, Allen A. Chapman, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, Henry A. Thompson, Richard H. Miles, James Harvey. At a subsequent meeting of the board, JOHN W. GARRETT, Esq., was unanimously re-elected President. JOSHUA I. ATKINSON, Esq., is Treasurer of the company; W. PRESCOTT SMITH, Esq., Master of Transportation; and THATCHER PERKINS, Esq., Master of Machinery. We give this week a pretty full abstract of the President's report.

This company seems at last to have terminated a *thirty years' war*, growing out of the necessity of providing the means for carrying forward and finally completing its great enterprise, which absorbed its earnings as fast as they accrued; and to have reached a position which will enable it to pay uniform dividends for the future. According to Mr. POOR'S history of the road, its total net earnings from 1832 to 1859, inclusive, were $17,421,250. The total dividends paid were only $4,589,866, of which only $1,204,243 were paid in cash. The balance of net earnings carried to construction up to 1859, after the payment of interest, was $6,092,317. A portion of this sum has been distributed in a stock dividend, the legality of which, though resisted by the city and State, has been fully sustained.

The experience through which the Baltimore

and Ohio has passed, is common to all companies, and seems to be a necessary training for all. In all its vicissitudes, however, this work has been admirably managed. To this, in fact, is to be ascribed the salvation of the enterprise. For two years past, pre-eminent success has been reached in this department, and the road may now be taken as a model, both in its management and results.

The Share Market.

The improvement in prices consequent upon the action of the banks has not been maintained, owing undoubtedly to the political questions now occupying general attention, and which are every day assuming greater importance. No satisfactory solution of them has yet suggested itself to the public mind. A crisis is evidently rapidly approaching, as not a month will, probably, elapse before one or more of the States will declare themselves out of the Union. The alternative to such a course will then have to be taken by the General Government. What this will be is yet a matter of conjecture. It is this uncertainty which weighs upon the market. In the meantime, the traffic of our roads continues excellent, and the stringency in the money market is being gradually relieved. The future, however, is full of unseen terrors, and till matters have taken a more definite shape, any considerable improvement in prices can hardly be expected.

North East and South West Alabama R. R.

At a meeting of the directors of this company recently held at Eutaw, Ala., the president reported that he had secured the loan of $218,000 from the State, and disposed of North Carolina bonds for a part of the loan at 98½, which, after fixing up the exchanges, netted to the company over 99 cents on the dollar. The agent of the company, who is negotiating for iron to lay the track, reports very favorable offers. Messrs. Scott & Adams have contracted to lay the track for the bonds of the company. Such an offer on their part manifests the highest confidence in the company and their interest in the early completion of the road. It is confidently expected that they will begin this work early in January. The Mobile and Ohio Railroad Company have tendered to the company, free of charge, the use of an engine and as many cars as they may need for the purposes of tracklaying, until the Directors purchase rolling stock; also, to bring the iron bars from Mobile to Meridian for three dollars per ton, and wait twelve months for the money.

Railroad from Decatur to Nashville.

We learn that the direct road leading from Nashville to Decatur, Ala., has been completed. The first train of cars has passed over it, and it is soon to be thrown open to general travel. The route to the south heretofore has deflected from Nashville one hundred and thirteen miles to the east by south on the Nashville & Chattanooga Railroad, as far as Stevenson, and thence turning back at nearly a right angle ran by the Charleston and Memphis road eighty-four miles to Decatur. The direct line from the latter point to Nashville is one hundred and twenty-two miles, so that seventy-five miles are saved to the Southern travel by the new route. The road is said to be well laid and finely equipped, and we congratulate the company and the public upon its completion.

Missouri Valley Railroad.

The gentlemen concerned in pushing this road through to Weston, are doing wonders. The counties of Ray and Carroll have subscribed $575,000 to the road, which will run through the most fertile region in the world, and fifty miles of it from Brunswick to Richmond, in Ray county, is over ground so level that the cost of road bed and superstructure will be less than $10,000 per mile. Wm. E. Moberly, Esq., of Randolph county, who has from the beginning manifested the most lively interest in the success of this road, has been elected President of the Ray county division, and it is presumed that the whole management of the road, as President, will be entrusted to him.—*St. Louis Republican.*

Locomotives for Sale.

We invite attention to the advertisement of the Boston and Maine Railroad Company in another column, headed "Locomotives for Sale," a pretty full description of the engines is given. The gauge of the road is 4 ft. 8½ inches.

Virginia Central Railroad.

The gross earnings of this road for the fiscal year ending September 30th, 1860, were $634,083 31
And the expenses of administration.. 274,954 10

Leaving as net earnings $359,129 21
From which deduct interest account $91,447 70
Sinking fund 23,000 00
Tolls to the State for use of Blue Ridge Railroad ... 24,006 04
Dividends declared during the year 156,565 46
295,019 20

Leaving a balance of $64,110 01

The construction and equipment account of the road up to the date of the report was $5,469,286 43. The total liabilities of all kinds, after deducting debts due the company, and cash on hand, were $1,533,521 48.

The gross receipts are $18,321 69 less than the previous year, and the expenses $5,246 09 greater—making a diminution in net earnings of $23,567 78.

Col. Edward Fontaine, has been unanimously re-elected president, and N. B. Hill and J. R. Woods, directors on the part of the stockholders.

Orange and Alexandria Railroad.

The earnings of this road for the fiscal year ending September 30, 1860, were:

From Passengers	$281,248 91
" Freight	136,687 51
" Mails and Express	32,490 47
	$450,426 89
And the expenses were	228,213 16
Leaving as net earnings	$222,213 73

The earnings are $161,627 97 in excess of those of the previous year.

Col. J. S. Barbour, Jr., has been re-elected president of the company for the ensuing year, and Henry Dangerfield, Esq., of Alexandria, and Mr. Coghill, of Amherst, directors on the part of the stockholders.

Little Miami Railroad.

The Directors of this Company have declared a dividend of four per cent., from the earnings of the past six months, payable on and after the 3d of December.

Galena and Chicago Union Railroad.

The Galena and Chicago Union Railroad Company has just declared its 19th dividend. The semi-annual dividends for August, 1859, and for February, 1860, were passed. This, however, was a default for which the directors had no remedy. In the meanwhile, the whole of the floating debt has been paid off, also a large sum of the bonded debt and the regular contributions have been made to the sinking fund.

For such times as the company has passed through during the last three years this is doing well, and augurs better things for the future. In order to show what the road has done in past times, we have compiled a table exhibiting the amount and rate of dividend paid from the first. The whole amount in 11 years has been $4,229,820, or 151 per cent. on the capital invested. The following are the details—

No.	Declared.	Amount.	Rate.	
1	May, 1850	$23,383	10	stock.
2	Nov. 1850	24,605	8	cash.
3	May, 1851	23,106	7	"
4	Nov. 1851	27,532	7	"
5	May, 1852	35,382	8	"
6	Aug. 1852	56,884	12	"
7	Feb. 1853	93,089	8	"
8	Aug. 1853	153,039	8	"
9	Feb. 1854	200,115	8	"
10	Aug. 1854	329,852	12	"
11	Feb. 1855	216,667	5	"
12	Aug. 1855	228,360	5	"
13	Feb. 1856	224,460	5	"
		538,704	12	stock.
14	Aug. 1856	273,770	5	cash.
15	Feb. 1857	278,940	5	"
		547,880	10	stock.
16	Aug. 1857	301,115	5	cash.
17	Aug. 1858	241,024	4	"
18	Feb. 1859	120,528	2	"
19	Nov. 1860	301,385	5	"
	Total	$4,229,820	151	

Railroad Applications.

The Camden and Atlantic Railroad Company intend applying to the next Legislature of New Jersey for power to construct a branch road from Absecom to Great Egg Harbor inlet, with authority to issue new stock to the amount of $100,000; also, power to establish a ferry, or take stock in those already established.

The West Jersey Railroad Company will apply for authority to subscribe to the stock of the Salem Railroad, or to endorse the bonds of the same. The Salem road will be a branch of the West Jersey road.

Another Application is also noticed for a railroad from New Brunswick to Orange to connect with the Morris and Essex Railroad at that point, and thence communicate with New York over the Morris and Essex and the new Hoboken road; also, another, understood to come from the New Jersey interest, to construct an independent line from some point opposite Philadelphia to another point opposite New York, to be called the "Main Trunk Railway of New Jersey," with $3,000,000 capital, and power to double the same. Also for a charter to build and operate a railroad from the State line near Nanuet, on the New York and Erie Railroad, to terminate either at Hackensack or at some point on the Northern Railroad of New Jersey.

Pacific Railroad.

This road is now completed to Smithton, in Pettis Co., 181 miles west of St. Louis.

Junction and Break-water (Del.) Railroad.

EDITOR AMERICAN RAILROAD JOURNAL:

In your issue of a few weeks back, I noticed an article in reference to the Millville and Glassboro' road, and its extreme cheapness. The fact of this road extending down one Peninsular, and that down the other of the two bordering the Delaware Bay, presents in their cost a striking example of the great similarity in the face of the two regions. I am now building the extension of this road to Georgetown, 16 miles from Milford. My estimate was $8,000 per mile. The contract as let for "grading, bridging, timber drains, cattle-guards, ballasting and track-laying" is in the aggregate $9,000 less than my estimate, or $600 per mile about. This reduces the cost to $7,400, if iron holds at $50 per ton which is my estimate. Now at that price, if Mr. Roberts use da 45lb. rail, instead of a 50lb. (my estimate) and taking 45lbs. for mine, which is of course fair in a comparison of the two we have the difference between 80 tons per mile, (50lb. rail) and 71 tons (45lb. rail)—9 tons at $50, which would reduce the cost of my road to less than $7,000 per mile. My estimate contains all that his does in the items of right of way, engineering, freight on materials, etc. The right of way was about the same per mile as in his case, while my estimates for depots, etc., was somewhat larger. I mention these facts as I perceive that Mr. Roberts says he believes there is not in the country such a cheap road. You can embody these rough items if you see fit in an article for your paper, as I believe such things are interesting to the Profession generally, and a comparison of such matters is favorable oftentimes to new undertakings.

Your obedient servant,

T. F. TILGHMAN, Chief Engineer.

Millville and Glassboro' Railroad.

The Millville and Glassboro' Railroad is fast approaching completion. The people in the southern part of the State seem to appreciate the advantage of these improvements, and the prospect of the early completion of a continuous railroad to Cape May is very encouraging.

Wilmington (N C.) and Weldon Railroad.

The gross receipts of this road the last year were $500,209, which is an increase of $22,654 over the year previous. The total expenses were $254,714, which leaves $245,495 as the net income. During the year, also, nearly the entire rolling stock has been renewed.

Finances of Arkansas.

Annexed is an extract from the message of Gov. Conway, of Arkansas:

The payments on the State debt due up to Oct. 1, 1860, amounted to $2,341,996 17. This sum includes $145,067 56, the amount of the 5 per cent. of the net proceeds of the sales of the public lands, which accrued to the State of Arkansas under the compact between the United States and this State, from Jan. 1, 1841, to Jan. 1, 1860, and also includes $5,012 16, which had accrued to this State under the acts of Congress to appropriate the proceeds of the public lands, approved Sept. 4, 1841, before this act was modified and the distribution of the lands fund to the several States suspended by the Tariff act of Aug. 30, 1842. These two funds were retained at the Treasury of the United States, and applied toward the payments of interest on 628 bonds of this State, held by the United States as trust funds. Of these bonds, 5,000 were issued to and sold by the Real Estate Bank of the State of Arkansas, and 128 were issued to and sold by the Bank of the State of Arkansas.

Virginia and Tennessee Railroad.

The Treasurer of this company gives notice that he is now prepared to cash the interest coupons of the first and second mortgage bonds of the Company, due in New York on the 1st of January next, without discount for pre-payment.

Ship Island Railroad.

A vote was recently taken in Rankin county, Miss., upon the question of taxing the county for the purpose of taking $100,000 worth of stock in the Gulf and Ship Island Railroad Company, and decided by a majority of 98 in favor of the tax.

East India Railway.

The half-yearly meeting was held in London, Oct. 30th. The report of the directors, of which the following is an abstract, was taken as read:—

The directors congratulated the shareholders on the satisfactory prospect of completing the line to Delhi. Should the views entertained by the engineers, be realized, the construction of 1,130 miles would be completed in a shorter space of time than had been anticipated, and in a manner reflecting the highest credit upon the executive officers of the company. The surveys of the Jubbulpore line had been completed. The line would start from Allahabad, and, taking a south-westerly direction, would join the Great Indian Peninsular system at Jubbulpore, thus forming a complete line of communication between Bombay, the North-western Provinces, and Calcutta. The total length of this line would be about 223 miles. The cost of the line might be expected to exceed about 2,700,000*l.* the sum of 17,000,000*l.*, anticipated last year. The line to Rajmahal was advertised to be opened to the public on the 15th inst., for the entire distance between Calcutta and Rajmahal, 203 miles. The first train ran through on the 4th of July, and the interval had been employed in putting the line into efficient order for public traffic. The permanent way and works continued in efficient working order, and had been maintained during the past half-year at a cost of 5½d. per train mile, the cost of the proceeding half-year being, under exceptional circumstances, 7d. per train mile. The working expenses were 44.68 per cent. during the half-year. The number of passengers carried during the last half-year was 810,306, of which 9,121 were first class, and 34,322 second class, the remaining 766,863 being third class. The amount for the carriage of the permanent way materials in the last half-year was about 8 per cent. The gross receipts for the half-year ended the 30th June amounted to 122,942*l.*, and the expenses to 54,925*l.*, leaving a balance of 68,016*l.* The gross receipts on the Cawnpore line for the half-year were 43,164*l.*, and the expenses 21,150*l.* leaving 22,014*l.* The company have now 249 miles at work in Bengal, and 126 open in the North-West Provinces, making 375 miles.

The CHAIRMAN, in moving the adoption of the report, said since the last half-yearly meeting 128 miles of line had been completed, upon which there were most difficult works. The opening of this section was of the utmost importance to them for the carriage of materials. In the upper provinces they had not opened any further length of line, but in February next the section from Cawnpore to Etawah, 86 miles, would be opened for traffic. It was probable that by the early part of next year a considerable quantity of earthwork and brickwork would be executed, culverts and other works on the line would also be finished, with the exception of five extension bridges. A further section of 75 miles in length would be opened from Bhagulpoor to Lucher Serah about the middle of next year. This would connect their line with a place of commercial importance on the Ganges. From that point the chief works are the execution of the bridge over the Soane, the execution of the bridge over the Tonse, and the execution of the bridge over the Jumna. They would have no other difficulty to surmount, as they would now be able to transfer the large accumulation of permanent way and other materials from Howrah to Rajmahal, and thence by their steam fleet to any point on the Ganges. They would thus have the means exclusively in their own hands of conveying the materials for the works where they pleased.—*London Railway Times.*

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

DON PEDRO II. RAILWAY.

RIO DE JANEIRO, BRAZIL, September 18th, 1860.

PROPOSALS are invited for the Graduation, Masonry, and other items of Construction of 11¼ miles of this work, extending from the western end of the Great Tunnel of the Serra du Mar down the valleys of the Sacra Familia and Pirahy Rivers to the banks of the River Parahyta.

The work is generally heavy, comprising 1,200,000 cubic yards Earth, 250,000 cub. yds. Rock, and 7,500 cub. yds. of Tunnel excavation, 9,000 cub. yds. Bridge, 8,000 cub. yds. Culvert, and 5,000 cub. yds. retaining Wall Masonry, together with iron Bridge Superstructure, permanent way and stations.

At the Company's office in Rio de Janeiro, may be seen plans, profiles and specifications, where sealed proposals for the whole 11¼ miles, or any portion thereof not less than 4 miles, will be received until February 28th, 1861, at which time they will be opened and the work awarded.

The Directory determine, that the technical direction of the work shall be exclusively in the hands of their own Engineers, but will entertain proposals either with a scale of prices for the various kinds of work, or for the entire construction at a fixed price. In the latter case, the monthly payments will be regulated by a scale of prices.

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6.	" 15	" 1 to 1	18.	" 26	"	1½ to 1
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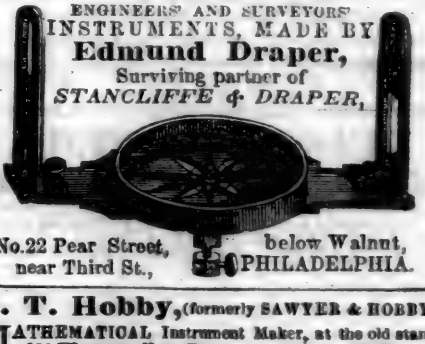
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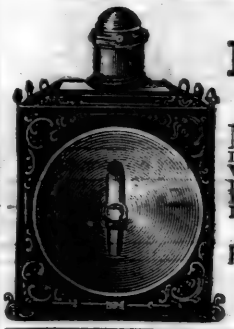
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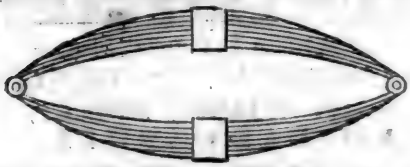
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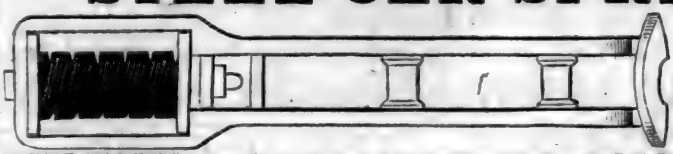
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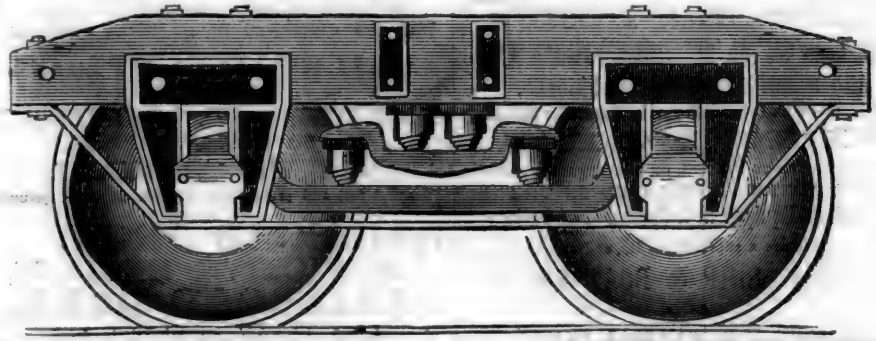
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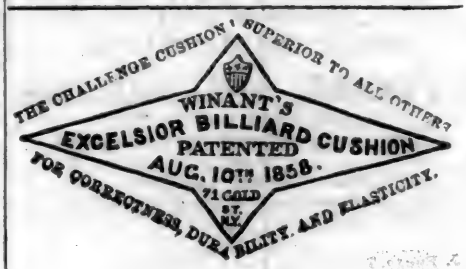
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

The New Croton Reservoir.....1077
Report of the Postmaster General.....1079
Census of Baltimore.....1079
Great Indian Peninsular Railway.....1080
Population of New York City.....1080
Wabash and Erie Canal.....1081
Brazil and the Brazilians.....1082
Population of Indiana.....1082
Railways in France.....1082
Population of Wisconsin.....1083
Report of the Secretary of the Treasury.....1083
Limitation of Passenger Tickets, etc.....1084
Population of Georgia.....1085
Finances of North Carolina.....1094
Boston and Worcester Railroad Bridge.....1094

American Railroad Journal.

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New York, Saturday, December 8, 1860.

The New Croton Reservoir.

A supply of pure water, abundant almost as the air we breathe, is come to be regarded as an indispensable necessity of every large city. None is more fortunate in this respect than NEW YORK, the works of which for the introduction of the Croton water, are on a scale corresponding to the grandeur of its natural features and position, to the magnificence of its harbor, and the extent of its population, commerce and wealth.

While the Croton aqueduct, which has a sectional area of about 64 square feet, and an uniform slope of 13 inches to the mile, can deliver a supply of water equal to the wants of all the people that could be crowded upon our island, it has long been felt that the provision for its accumulation and distribution within the city was entirely inadequate to meet, not only the ordinary wants of our people, but especially extraordinary emergencies which might arise. At particular periods of the year, the water has to be husbanded with a watchfulness and anxiety of which the public, so lavish and wasteful in its use, has hardly an idea. For the city to be left without it, would be equivalent to its depopulation, as upon it is based all its social and domestic economies, and its commercial and manufacturing greatness.

The elevation of the Croton river is so well maintained by the conduit that brings it to us, that the *Receiving Reservoir* first constructed lies upon the crest, or greatest extensive elevation of the island, from which the water can be conducted in every direction. Abundant room remained for the construction of another on a much grander scale, and so early as 1854, a commission was appointed by the Legislature for appraising lands necessary to be taken, who made their report in 1856. This report being confirmed in 1857, the city entered into contract with Messrs. Fairchild, Walker & Co., well known as enterprising and successful contractors, for the construction of the new works.

The construction of a work of the kind, although a colossal undertaking, and one in which great financial and administrative ability is always necessary to success, may not involve any difficult problems in engineering. In the present case, however, very great difficulties were encountered in the peculiar formation, or structure of the island which is exceedingly irregular in surface as well as in outline—precipitous and often perpendicular cliff or ledges of rock alternating with deep ravines. In the excavations, material was frequently encountered, entirely unfitted to retain the water, or for the foundations of the banks of the reservoir. These, consequently, had to be carried to a great depth, and often under the most difficult conditions; for, in this work not even the slightest contingency of failure, could be left unprovided for. What added to the difficulty is the seamy character of the stratification which is a vertical one, and which had to be examined with the utmost care, and impervious beds of concrete laid upon all the suspicious localities.

The surface elevation of the water both in the old and new reservoirs, will be about 115 feet above tide water. The old receiving reservoir covers an area of 30 acres, and has a capacity of 158,000,000 imperial gallons. The new one, with its exterior walls, or banks, covers an area of 107 acres—the available water surface being 96 acres. The average depth of the water within 4 feet of the top of the embankment, will be 38 feet, and its total capacity 1,000,000,000 imperial gallons.

The reservoir will be in two pretty nearly equal basins, divided by a centre or partition bank. This as well as the exterior banks have their inner and outer slopes, one and a-half base to one perpendicular. All the inner slopes are to be covered with 8 inches of broken stone, on which is placed a stone lining, or pavement, one and a-half foot thick, laid in cement. The outer slope to be covered with soil one foot thick. The banks will be 15 feet wide at their tops, exclusive of soil on the outer slopes. The top of the exterior banks will be 4 feet above water line. That of the division bank will be 8 feet *below* water line. In the centre of all the banks, puddle banks are constructed, extending from the rock to the paving of the middle bank, and to within two feet of the top of the exterior banks, to be 6 feet 2 inches wide at top in the middle bank, 4 feet wide at top in the exterior banks, and 16 feet wide at a plane, 38 feet below the top of the exterior banks.

For the foundations of the puddle, the excavations were in all cases carried to the solid rock. Such portions of the rock as were shelly, or unsound, were carefully examined and removed, and beds of concrete laid where a perfect foundation could not be had without it, so that the possibility of break hardly exists. The embankments were formed in layers of not more than six inches thick, of the best material, well packed by heavy rollers, or by ramming where rollers could not be used. The embankments were worked to their full width, and not more than two feet in advance of the puddle banks. These rest in all cases upon the rock, and are 16 feet wide at a level 38 feet below the tops of the exterior banks, from which level, the sides approach each other with slopes of 2 inch base, to 12 vertical, on each side.

Within the reservoir, the grounds were first cleaned of all soil and material not suitable for the embankments, and excavations then carried to an extent necessary to give an uniform surface at the bottom. Drainage ditches of suitable capacity and slopes have also been excavated.

But the most difficult, and at the same time most interesting portions of the work, and which are

the best monuments of scientific skill and artistic execution, creditable alike to the engineers and contractors, are the *Gate Houses* for the introduction and distribution of the water.

Before coming to these, however, we will give a brief account of the *Branch* aqueduct constructed for feeding the new reservoir. This leaves the old one at 92d street, is of similar section and dimensions, and has a capacity for the daily delivery of 60,000,000 gallons. To avoid the possibility of break or leakage, the excavations for the branch were extended to the solid rock from which concrete masonry is carried to the base of the aqueduct. This precaution was adopted to avoid the defects in the main aqueduct, which, for want of suitable foundations, is constantly settling at numerous points on its line. All such settling necessarily implies a break, or fracture. These have to be watched with the utmost care from the Croton river to the reservoir, a distance of 45 miles. If a leak at any point should get the upper hand, a whole section might in a few hours be entirely swept away. Till repaired, the city would have to depend entirely upon the two existing reservoirs, which have a collective capacity of about 175,000,000 gallons, or 5 days' supply, at the present rate of consumption. The cutting off of the Croton water would be a disaster, of the extent of which imagination cannot form an idea. It was the liability to such a disaster that led to the construction of the new works, which will have a capacity exceeding six times that of the present ones, and will place almost beyond possibility the contingency feared.

There are two gate houses, respectively in the most northern and southern extensions of the bank. They are both pretty much upon one plan. The work on the southern one is in the most advanced stage, and, consequently, the most appropriate subject for description.

The gate houses are necessarily in two divisions, to correspond to the two divisions of the reservoir, so that the water in one can be drawn entirely off for cleaning or repairs, while the other remains filled. The centre bank, consequently, forms a connection with the masonry of the gate houses. Ample provision is made for the entrance of water from either division through wide canals, or *fore* bays, which are formed of most massive granite masonry. From these, the water passes into the *back* bays, through twelve gate-ways—six on each side. The gates are to be placed and worked in deep groves cut in the solid masonry. In front of these gates will be placed screens to arrest the passage of anything but water. This, after passing through the gate ways enters the *back* bays, from which, through iron pipes, embedded in the masonry, the water flows either for direct distribution, or for the supply of the other reservoirs. There are six of such pipes, each four feet in diameter, 40 feet below the outside bank, and 36 feet below water surface at its ordinary stage. Each one is fitted with a stop cock within the gate house vaults, so that the water can be shut off from any one, for repairs or other purposes, without disturbing the flow in the others. Each division of the reservoir has also a drainage pipe, 3 feet in diameter, 42 feet below top water surface, through which all the water in the reservoir can be completely discharged. The drainage pipes connect with a sewer leading to the East river. They also connect with a well constructed in the masonry for the passage of surplus water, or of such impurities as may collect or float on the surface.

The southern gate house is 83 feet long, and 42 feet high above the floor or the pavement of the back bays. For its foundation, excavations were carried to the solid rock, upon which the masonry was laid in concrete. This is built of the best Maine granite, and thoroughly burned brick. The granite is of the firmest and most durable kind, and entirely free from iron. It can be quarried in blocks weighing hundreds of tons and of any desired form. Blocks weighing 15 tons have been transported from the quarries to the works. Some of them, after being dressed and placed in the work, weigh from 8 to 10 tons and present a massive appearance, and consitute a specimen of hydraulic masonry not to be seen elsewhere on this continent, and probably nowhere, as the works for the conveyance, reception and distribution of the Croton water are on a scale of magnificence and completeness unequalled in the world.

The new reservoir, which is included within the boundaries of the *Central Park*, is to be one of its chief attractions. It will present an unbroken water surface of 96 acres; for the centre-bank will, except in extraordinary emergencies, be always *below* water surface for the purpose of presenting one uninterrupted expanse. Upon the summit of the bank will be a promenade. Next to this will be a bridle path for equestrians; and then a grand carriage way. Between the carriage way and the top of the bank will be planted a thicket or grove to act as a screen to the dust raised by the winds from the carriage way. There will, however, be several elevated points on the grand drive, presenting excellent views of the reservoir and most magnificent views of the City, East and North rivers, the Palisades, etc., etc.

The engineering department of the work is under control of the Croton Board, of which ALFRED W. CRAVEN, Esq., is, and for many years has been, Engineer *in chief*. His first assistant upon the new reservoir is GEO. S. GREEN, Esq., under whose immediate supervision the plans and specifications for the work were made, and under whose charge it has been executed. His plans and the manner in which they have been carried out, reflect the highest credit. But it is proper, in this connection, to pay a still higher encomium than that of engineering skill upon this department of the Croton Board—that of the most scrupulous integrity and impartiality in the discharge of their duties—unawed by persons in superior official position, and uninfluenced by the importunities, or solicitations or inducements of parties holding, or desirous of obtaining contracts for work. This department is on the whole by far the most important in the city, as it has in hand the two great agencies of comfort and health—the supply of water and the sewerage. It has not yet been invaded and fouled by the hungry horde who make it their profession to infest and pillage the city. In this respect the Croton Department has been singularly fortunate. In its management, private interests have uniformly given way to considerations of the public good. When the appointment of Commissioners was about to be made under the first law, Mr. VAN SCHAICK, one of the most efficient of the early promoters of the Croton Works, then Senator in the Legislature of the State, in presenting to the Governor the names of persons to be appointed as Commissioners to assume the charge of the undertaking, took care not to include therein any member of the City Council, although it embraced many estimable gentlemen who had been co-laborers with him, for the purpose of avoiding anything like suspicion that personal interests were connected with the project. An example so worthily set has been followed to the present time, though vigorous efforts have recently been made to prostitute the department to party purposes.

The contractors of the new reservoir, Messrs. Fairchild, Walker & Co., have carried forward their great undertaking with energy and success, and have executed it in a manner to secure the hearty approbation of the Croton Board, and for the more difficult portions of it, to elicit the admiration of all who have an eye for elaborate, difficult and expensive structures. The whole will be completed in about a year from the present time, and, with it, the last great work necessary to supply at all times, and almost under every contingency, the wants of all the people that can be crowded upon our island.

Since the above was in type an event has occurred—for the first time—the breaking of the Fifth Avenue main, which has left the city *without* water. This is now being brought in buckets and barrels from the neighboring towns. All the steam engines and business in which water performs a part, is suspended. We are now reaping the fruits of Mayor Wood's suspension of work on the Fourth Avenue, which, if carried out by the Board, as commenced, would have given the city another source of supply. There could not have been a more striking commentary upon his arbitrary conduct, nor a more fatal one to his influence and popularity.

New York Canals.

The receipts at Tide Water by the New York Canals of Flour, Wheat, Corn and Barley from the opening of the canals to and including the 30th of November, for the years 1859 and 1860, have been as follows:

	Flour bbls.	Wheat bu.	Corn bu.	Barley bu.
1860..	1,151,700	18,237,600	13,907,900	2,791,900
1859..	79,200	4,674,900	2,634,900	3,808,600
Inc.	261,500	13,573,000	10,272,700	216,700

Reducing the Wheat to Flour, the excess in the receipts of 1860 is equal to 3,076,100 bbls. Flour.

The receipts at Tide Water of the principal articles of produce, from the opening of the Canals to and including the 30th of November, have been as follows:

	1858.	1859.	1860.
Canal open....	April 28.	April 15.	April 25.
Wheat flour, bbls.	1,837,000	790,200	1,151,700
Wheat, bush....	8,143,200	4,654,600	18,227,600
Corn, bush	6,632,600	2,634,900	13,907,600
Barley, bush....	3,367,500	3,008,600	2,791,900
Rye, bush....	499,400	370,909	319,700
Oats, bush..	5,012,600	5,908,800	6,447,100
Pork, bbls..	87,501	41,886	7,246
Beef, bbls	58,768	28,820	9,064
Cheese, lb..	8,865,000	12,527,900	11,880,000
Lard....	3,985,800	3,545,300	940,200
Butter....	3,664,600	3,260,300	2,479,100
Bacon..	3,190,600	1,773,400	449,800
Wool....	2,806,900	3,029,500	2,030,400

The Report of the Postmaster General.

The annual report of the Postmaster General shows that very considerable retrenchments have been effected in the expenditures of the department during the past year, while the efficiency of the service has not been diminished. On the 30th of June last there were in operation 8,502 mail routes. The number of contractors was 7,445. The length of these routes is estimated at 240,594 miles, costing $8,808,710, Compared with the service of the previous year, there was a decrease of 19,458 miles in the length of mail routes, and of $660,046 in the cost—about 7 per cent. There was paid to route and local agents, messengers and baggage masters, the sum of $614,767, which, added to the cost of transportion, makes a total of $9,423,477. The number of post-offices established during the year was 1,140; discontinued 1,181, showing a decrease of 41, and the number at the close of the year ending June 30, 1860, was 28,498. At the formation of the government in 1789, there were but 75 post-offices in the whole country.

The expenditures of the department for the past year were $19,170,782. This includes $4,296,009 paid for expenses incurred in 1859, and leaves the actual expenditures for 1860, $14,874,772. The gross revenue for the year was $8,518,067, being an increase of near seven per cent. over the revenue of the year ending June 30, 1859. Deducting the revenue of 1860, with earning of the department in carrying free mail matter, from the gross expenditure, leaves an excess of expenditure over revenue in 1860, of $5,656,705. The estimated expenditure for 1862 is $14,955,535, and the estimated deficiency $5,312,176.

The number of postage stamps sold during the year was 216,370,660, of the value of $5,290,939; number of stamped envelopes 29,280,025, value $949,377; total $6,870,316—an increase of $608,782 over the year 1859. Larger denominations of postage stamps have been adopted and introduced, especially for the purpose of affording requisite facilities to prepay the postage on letters to foreign countries, and of removing all excuses heretofore existing for paying such postages in money. The new denominations are twenty-four cents, thirty cents, and ninety cents. One cent envelopes for circulars and four cent envelopes for city postboxes are to be introduced at once.

The number of dead letters containing money or other valuables registered and sent out during the year was 24,035, being 5,662 more than in 1859. In addition, 6,982 other letters deemed important have been sent out. The number of dead letters opened at San Francisco was 75,127; number of foreign letters returned, 110,911. Although the number of letters sent by mail was increased by many millions, the number of dead letters has diminished.

The amount of postage, sea and inland, on European mails, was $1,376,402, of which $541,039 was by American steamers, $766,418 by the Cunard line, and $68,943 by the North German Lloyd and Hamburg lines. Of this amount $830,005 was collected in the United States, and $546,296 in European countries. The number of letters sent from the United States to Europe was 3,093,390; Newspapers sent, 2,127,870; newspapers received, 1,338,207. On the adjustment of accounts at the close of the year, there was a balance due Great Britain of $198,191, France $15,367, Bremen $17,125, Hamburg $13,879, and a balance due the United States from Prussia of $43,285. A liberal and advantageous postal treaty has been concluded with Belgium. Some further correspondence has taken place with the British post office on the subject of a reduction of postage upon international letters, but as yet without any satisfactory result.

The Postmaster refers to the troubles experienced with the California ocean mails, owing to the failure of Congress at its last session to make provision for their continued transmission, and urges that the promise made to Mr. Vanderbilt, who has been carrying the mails, should be fulfilled, viz: that he should receive a further allowance above the postage sufficient to constitute a fair remuneration. The various Pacific mail routes—one ocean and three overland—cost so much above the receipts, and being maintained in a great measure for the purpose of developing our national resources, the Postmaster renews his recommendation of last year, that they be put upon the public treasury. The cost is as follows;

	Cost.	*Receipts.*
N. Y. to San Francisco (ocean).	$350,000	$170,825
Overland, *via* El Paso, &c.....	600,000	119,767
St. Joseph to Salt Lake City...	125,000	4,306
Salt Lake City to Placerville..	83,241	978
San Antonio to Camp Stockton.	70,000	593

The service between San Antonia and San Deigo has been reduced in the year, saving $101,000, and it yet "meets every postal want." The Charleston, Savannah and Key West service costs $40,000 and earns $500 per annum, and this, the report thinks, should be charged upon the general treasury. Nearly $124,000 has been retrenched on the Mississippi River service. The Postmaster General says that neither of the great routes from New York to New Orleans has fulfilled the promises made for it, or been satisfactory; but he thinks the schedule time beyond Charleston can be reduced, so as to improve the coast route. The mails are now sent wholly by the central route.

The report defends the course of the department in insisting upon pre-payment of carriers' fees for letters posted in the mail-boxes; dicusses the penny-post decision in Philadelphia; advises further legislation to protect city post routes, and claims that the penny-post thus far has done all that could have been expected. The registry system for many valuable letters is declared to have failed, as is shown by diminishing receipts for registration. A rate of ten cents by the overland mail is advised. The Postmaster general reiterates his demand for retrenchment, and urges anew that expenses incurred from state policy should not be confounded with the real expense of the department. He speaks briefly but severely of Fowler's defalcation in New York, hints that the defense made by Fowler's sureties shows a gross fraud somewhere, and perhaps a systematic preparation for the embezzlement, and remarks that if the defense is sustained by the Court, Congress must provide for the interest of the department, as all the bonds given to it will be worthless.

Recent negotiations have resulted in arrangements for an interior night train, leaving New York at 8 P. M., and running through New Haven, Hartford, Springfield and Worcester, reaching Boston in not more than nine hours, and returning from Boston to New York in similar hours. —In this manner, correspondence prepared in either city to the close of the latest business hours is taken through and delivered at an early hour of the succeeding morning. A connection is also made at New York with the morning mail from the South—which is thus expedited some thirteen hours—so that letters (and passengers) leaving Washington in the morning, arrive at Boston in less than twenty-three hours, and from Baltimore in about twenty-one hours; conversely, correspondence leaving Boston at eight o'clock one evening, is received and delivered at Washington before the same hour the next evening.

The arrangement is for three months only, it being an experiment, to result in a permanent arganization, should it prove successful as a postal measure and remunerative to the contractors as a passenger conveyance.

The Census of Baltimore.

The census returns of the city of Baltimore makes the total population 214,037, white and colored, bond and free, with a good margin for an increase. The total statistics of the wards, as far as the reports of marshalls are concerned, is 211,824 free inhabitants, and 2,213 slaves. Deaths within the year, 2,583.

To show the growth of the city from the year 1790, when the first census was taken, up to the year 1860, a period of seventy years, the following figures are given, showing the increase of population during each decade:

Year.	Population.			
1790....	18,502	Increase in ten years		18,111
1800....	26,614			
1810....	46,555	"	"	19,941
1820....	62,738	"	"	16,183
1830....	80,625	"	"	17,886
1840...	102,313	"	"	21,688
1850...	169,045	"	"	66,741
1860...	214,037	"	"	44,988

It will be seen that the increase for the last ten years is 44,983, while between the years of 1840 and 1850 it was 66,741, a difference of 22,758.—*Baltimore Sun.*

Galena and Chicago Railroad.

The annexed extract of a letter from Chicago in reference to this company, is based upon official information:

"The dividend of 5 per cent. declared by this company on the 21st November, was so declared out of cash then on hand to the amount of $330,000, after payment in full of all interest and sinking fund due, as well as all current expenses. Nearly enough to pay this dividend had, fortunately for the company, already been remitted to New York before the recent rise in exchange, at an average cost of only about three-fourths of 1 per cent. Our Winter errnings will, of course, be light, as they always are, but we have reason to think they will be better than last year, in spite of the political troubles and disturbance of the currency, as there are a great many hogs and cattle to come forward during the cold weather. This State, as well as Wisconsin, Iowa and Minnesota, is still full of wheat and corn, held in reserve, and there are immense numbers of hogs and cattle to come forward.

The wheat and corn must remain over until Spring and Summer, but a good portion of the hogs and cattle will be marketed this Winter."

Reading and Columbia Railroad.

Mr. Lyons with two corps of engineers is now rapidly progressing with the location of the Reading and Columbia Railroad, and the line promises to be more practicable even than his report of his first survey set forth. The contractors are ready to commence to work at any time.—*Lancaster Examiner.*

General Intelligence.

Virginia has remitted $46,000 of specie funds to this city to be sent forward by the next steamer for the payment of the interest due 1st January in London on £373,000 of the Five per cents of that State.

The New Jersey Railroad and Transportation Company has notified the holders of the scrip stock that the final instalment of 50 per cent. or $25 per share, will be received on the 2d of Jan'y next, or payment may be postponed, on the payment of 6 per cent. interest to the 1st of Febr'y; shares on which the instalment is unpaid will be liable to forfeiture.

The transfer books of the New York Central Railroad Company were closed on the 5th inst., and will remain shut until the 12th inst., on which latter date the annual election of directors occurs, at the Merchants' Exchange in Albany. Some two or three vacancies by death exist in the present Board.

John Gardiner, Esq., has been elected president of the Cleveland and Toledo Railroad Company, in place of J. B. Waring, Esq., deceased.

The interest on the bonds of the 2nd Avenue Railroad Company due December 1st, is being paid by Messrs. O'Brien, No. 29 Wall st.

The interest on the State debt of Missouri will be promptly paid, the suspended banks at St. Louis having agree to furnish a sufficient amount of coin so that the Treasurer will not be forced to buy exchange at the present high rate.

The coupons on the bonds of the Buffalo, New York and Erie Road, due 1st December, will be paid at the Bank of Commerce.

The Bonds of the New York and New Haven Railroad, due December 1, 1860, will be paid at the Company's office, corner of Fourth avenue and Twenty-seventh street. The December coupons will be paid at the Bank of the Republic.

The Portland, Saco and Portsmouth Railroad will pay a semi-annual dividend of 3 per cent. on the 10th to holders of shares December 1st.

The Board of Directors of the Columbus and Xenia Railroad Company have authorized the exchange of their 7 per cent. mortgage bonds at par for the bonds of the company due in 1861 and 1862.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of 3½ per cent. payable on the 22d inst.

The books of the Erie Railroad will open on the 10th inst. The election of directors takes place on the 8th inst. It is understood that Com. Vanderbilt will be added to the Board. He is now one of the largest, if not the largest, holder of the securities of that company.

The Commissioners of the Sinking Fund for the extinguishment of the Second Mortgage Bonds of the Hudson River Railroad invite proposals until the 16th inst. for the surrender of $30,000 of those bonds, that amount having accumulated in their hands for the purchase.

The total tonnage of the Philadelphia and Reading Railroad for the year ending November 30, 1860, was 1,878,866 tons.

The annual election of directors of the Cleveland and Pittsburg Railroad Company will be held at the office of the Company in Cleveland on the 2d of January next.

Great Indian Peninsula Railway.

The half-yearly meeting was held in London, Oct, 31st. The report, of which an abstract is subjoined, was taken as read:—

"Satisfactory progress in the prosecution of the enterprise had been effected during the half-year ending the 30th June last. At the beginning of the half-year 245 miles were open. This length of line was increased in the course of the half-year to 297½ miles by the opening of the following sections, viz:—On 2d January, 1860, Barsee-road to Mohol, 28¼ miles; on 2d February, 1860, Wassind to Shapoor, 3¾ miles; and on 6th June, 1860, Mohol to Sholapore, 20½ miles; total, 52⅛ miles. Of the 297½ miles open, 92¼ miles are in the Concan, and 205¼ in the Deccan. The Deccan portion is entirely on the southern line, and is separated from the Concan portion by the break at the Bhore Ghat, across which steep ascent of eight miles the whole of the traffic has to be transported by carts and pack-bullocks.

In the half-year the company realized from all sources of traffic the sum of 101,250*l.*, by an expenditure of 60,091*l.*, which leaves the sum of 41,159*l.* at the credit of net revenue. This sum, added to the previous net earnings, raises the amount which the company have to place against the advances made by Government as interest upon paid-up capital to 256,160*l.* The amount of those advances to the 30th June, 1860, was 1,034,431*l.* On comparing the receipts, on an average of 279 miles, during the past half-year, with those on an average of 194¾ miles in the corresponding half of 1859, it appears that the receipts for passengers amounted to 40,041*l.*, against 32,369*l.*; for merchandise, 53,352*l.*, against 48,607*l.*; total receipts, 101,250*l.*, against 87,607*l.* The average receipts per mile were 363*l.*, against 450*l.* The total expenditure was 60,091*l.*, against 39,091*l.*, or 215*l.* per mile against 201*l.* per mile; and the net profit 41,159*l.*, or 148*l.* per mile, against 48,515*l.*, or 249*l.* per mile, in the corresponding half of 1859. The receipts from the carriage of permanent way materials were 9 per cent. of the cross receipts, against 21½ per cent. in the corresponding half of 1859. The last opening of 20½ miles was made in the final month of the half-year, after the close of the trading season. The permanent way, works, and stations of the open line have been maintained in good order during the half-year, at a cost of 6½d. per train mile. The rolling stock has also been thoroughly upheld, and was at the end of the half-year in a highly efficient state. The number of miles of railway in process of construction at the end of the half-year was 512. Upon the Bhore Ghat incline the engineer expresses his entire satisfaction with the results of the operations, notwithstanding the extraordinary and adverse circumstances which have retarded their progress. Upon the 22¼ miles of the north-eastern division of the Concan line from Shapoor to Kassarah, at the foot of the Thul Ghat incline, the works were, at the date of the chief resident engineer's report, finished with the exception of a few cuttings through basalt of the hardest description. That portion is to be completed in December. It is also expected that at the same date 32 miles from Egutpoora, at the summit of the Thul Ghat incline, to Nassick, will be opened, and that a further section of 61 miles from Nassick to Nandgaon will be completed in the course of next spring. Satisfactory progress is being made on the other less advanced portions, with the exception of those comprised in Messrs. Duckett and Stead's contracts, in respect to which the board are taking active measures for the protection of the company's interests. The total receipts on capital from the beginning of operations to 30th June have amounted to 6,016,304*l.*, and the total expenditure to 5,481,342*l.*, leaving an available balance of 534,962*l.* The company have been able, without pressing upon the money market up to the present time, to borrow on debentures which are not convertible into stock, 119,700*l.*, in addition to the sum of 333,300*l.*, which had been received previously to 30th June. Proposals for loans continue to be received daily."

The chairman in moving its adoption, said there were one or two points on which he might make a few observations, particularly with regard to the progress they were making with the great Bhore Ghat incline and the Thul Ghat incline, on which they had been at work during the past year. In the Bhore Ghat incline, which was one of the most expensive portions of the undertaking, there were tunnels to the extent of 3,939 yards—the longest being 437 yards long. Out of these, 3,619 yards of heading had been completed, and about 1,300 yards to the body; and in the long tunnel to which he had alluded, out of 437 yards, 300 yards of heading had been completed. They would therefore see that very considerable progress had been made. And with regard to the Thul Ghat, the contractors had been making considerable progress; and with regard to one of the tunnels, they had succeeded in carrying two shafts by which they were enabled to work from six forces instead of two, thereby expediting the work. The contract from Egutpoora to Bhosawul, 190 miles, was let to the same contractor, and the progress was most satisfactory.—*London Railway Times.*

Population of the City of New York.

The census returns from the city have all been received at the Marshall's office, and the figures are given below. The table published some days since was incomplete in two or three districts, as we stated at the time. The following is the official census:

Ward.	1860.	1855.	1850.
1	18,120	13,486	19,754
2	2,507	3,249	6,655
3	3,757	7,909	10,335
4	21,994	22,895	23,250
5	22,341	21,617	22,686
6	26,698	25,562	24,698
7	40,006	34,442	32,690
8	39,722	34,052	34,612
9	44,386	39,982	40,657
10	29,051	26,378	23,316
11	59,663	52,979	43,758
12	30,647	17,656	10,451
13	32,917	26,597	28,246
14	28,087	24,754	25,196
15	27,588	24,016	22,564
16	45,182	39,823	52,882
17	72,955	59,548	43,766
18	57,464	39,415	31,546
19	32,841	17,866	18,465
20	67,554	47,055	new ward.
21	49,063	27,914	do.
22	61,754	22,605	do.
Total	814,277	629,810	515,547

Increase since 1855 184,467
" " 1850 298,730
" from 1850 to 1855 114,263
Excess of increase of last five over preceding five years 70,204

Condition of the Georgia Banks.

Of the banks doing business, Savannah has nine, with an authorized capital of $10,000,000, but they only use $5,101,337. Augusta has six, with an authorized capital of $3,400,000, but are using only, $2,675,000. The Bank of Columbus (the only bank in that city) is now using its full capital of $500,000. The banks doing business in Macon have an authorized capital of $750,000, but they are only using $259,550. The bank of Athens has an authorized capital of $200,000, and is only using $100,000. The bank of Rome has an authorized capital of $500,000, and is only using $153,000. The bank of Fulton, at Atlanta, has an authorized capital of $300,000, and is only using $96,200. The North-western Bank at Ringgold, Catoosa County, has an authorized capital of $200,000, it is using $50,000. The banks at Dalton in Whitfield county, have an authorized capital of $750,000, and are only using $193,000. The bank at La Grange has an authorized capital of $500,000, and is only using $150,000.

The Kingdom of Italy.

STATISTICS OF REPRESENTATION.

According to statistics published in a recent number of the *Nationale*, of Naples, which are supposed to be correct enough for all practical purposes, the population of the several provinces of which the Italian monarchy is likely to consist will be as follows:

Naples	6,843,356
Sicily	2,208,392
The Two Sicilies	9,051,747
Piedmont	4,368,972
Deduct for Savoy and Nice	513,500
Total	3,855,472
The Island of Sardinia	547,112
Piedmont and Sardinia	4,402,584
Lombardy	2,835,219
The Roman States, minus Rome and Comarca	2,681,771
Tuscany	1,817,466
Modena	600,677
Parma and Piacenza	508,784
General total	21,897,247

New York Central Railroad.

The last semi-annual dividend of 3 per cent. upon the stock of the New York Central Railroad was paid August 20, from the six months earnings ending July 31, 1860, since which the earnings have been for four months as follows:

August	$689,125 28
September	851,795 62
October	810,890 83
November (semi-officially reported)	700,000 00
Total	$3,071,811 73
Estimated for all charges, including transportation expenses, pro rata interest, contribution of Sinking Fund, and rents as required per the Directors' report to the Legislature	2,025,691 41
Surplus	$1,046,120 32

—being 4⅓ per cent. upon the capital—$24,000,000—for the past four months. The ensuing winter business (canal navigation being suspended), considering our large moving crops and foreign demand, promises very large.

Illinois River Railroad.

A correspondent from Peoria, Ill., writes us that this road is not opened from Peoria to Jacksonville, as stated in the Journal of November 10th. The iron is laid from Pekin, 10 miles below Peoria, to Virginia, 16 miles north of Jacksonville, and a daily train passing over the same. Before the road can reach even the bed of the Hannibal road, opposite Pekin, and 8 miles below Peoria, the Illinois river will have to be bridged at a cost of some $80,000, the masonry for which is only partly done. The 16 miles between Virginia and Jacksonville includes much heavy work.

Clinton Air Line Railroad.

The great yield of oil at the Mecca oil wells, and the rapid increase of business consequent therefrom, has developed a project for completing the Clinton Air-line Railroad from Jamestown, in Mercer County, to that point. The work will be completed under a different company from that of the Clinton Air-line Company. It is thought that the road can be bought from the orignal owners, or those who own it at present, for a mere trifle, and that the road can be completed at a compartively small expense, as the grading on the entire length of this division of the road is already completed, and the stone necessary for the building of culverts, bridges, &c., all quarried and on the ground ready for putting up.—*Pittsburg Chronicle.*

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending November 23, 1860:

Passengers	$20,603 98
Freight and live stock	21,457 91
Mails and sundries	1,453 85
Total	$48,515 74
Corresponding week of last year	37,833 08
Increase	$5,682 66

Below we give the earnings of the Central Ohio for the month of October compared with the same period last year:

	1859.	1860.
Freight earnings	$27,035 09	$29,232 93
Passenger do.	26,057 69	29,802 78
Total.	$53,092 78	$69,035 71
Increase		$15,942 93

The report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad for October is as follows:

Earnings from passenger business	$8,515 45
" freight "	13,564 06
Total gross earnings	$22,079 51
Total expenses	13,705 77
	$8,373 74
Balance on hand October 1, 1860.	$26,122 52
Received in October on Passenger acc't	7,957 95
Do. on Freight do.	14,520 42
Rent, etc.	92 73
	$48,693 62

The Hudson River railroad earnings were in

November, 1860	$169,548 71
Do. 1859	157,442 09
Increase	$12,106 52

Earnings for the last three years, in

November, 1858	$137,094 50
Do. 1859	157,442 09
Do. 1860	169,548 71

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for November, 1860, compared with the same month of last year:

November, 1860	$60,393 16
" 1859	56,340 01
Increase	$4,053 15

The following is a statement of the earnings of the New York Central Railroad, for the month of November, 1860, compared with its its earnings for the corresponding month of the previous year:—

1860	$730,591 58
1859	637,792 13
Increase	$92,799,45

Cedar Rapids and Muscatine Railroad.

Mr. John Weare, of Cedar Rapids, the Treasurer and active Agent of this road, was in town yesterday. He was on his way home from a trip west as far as Boonesboro,' on the Des Moines, securing stock and the right of way for the contemplated road. He reports that the people on the Southern line have taken stock to the amount of $90,000—$10,000 in the southern portion of this country, and the balance in Tama, Marshall, Story and Boone. He says the contract for the first forty miles is let, and that the contractors will break ground on the first of December. We infer from his conversation that the Southern route will undoubtedly be selected, which follows the valley of Prairie Creek to Hickory Grove, in Le Roy township, thence cuts across the bluffs to Guinnville, in the south-western portion of Benton county, and follows the Iowa Valley to Indiantown, leaving Toledo two miles to the right.—*Vinton (Iowa) Eagle.*

English Railways.

AGGREGATE CAPITAL.—By a return presented to the House of Commons at the instance of Mr. Hutt, it appears that the capital authorized on 31st December, 1859, was 399,745,279*l.*, including 16,028,928*l.* on abandoned lines. The total paid up was 254,806,955*l.*, including 1,672,143*l.* on abandoned lines. The loans outstanding amounted to 80,628,955*l.* The total raised by shares and loans was 335,435,071*l.*, of which 1,672,143*l.* on abandoned lines. A return of the amalgamations and working arrangements effected during the year shows that there were three amalgamations and several working agreements, with sales and leases. The third branch of the document shows the railway, or branch, and the length thereof, as to which the powers granted by Parliament for the compulsory purchase of land required for its construction had expired. The length of line in respect of which the powers had expired was 2,546 miles and 5¼c. The capital appropriated for the construction was 41,117,954*l.*

Wabash and Erie Canal Debt.

"The Legislature of the State of Indiana is to assemble next month, when a question is to be submitted for their consideration of great importance to a number of English investors, but of still more importance to the American character. About 13 years back the State, after a suspension of payment for six years, made an arrangement with the holders of its foreign debt of £2,900,000 to give new bonds for one half of the amount, and the property, tolls and revenues of the Wabash and Erie Canal for the other half, it being also part of the agreement that a sum requisite for the completion of that canal should be advanced by the bondholders. As an inducement for this new outlay the Governor of the State, the State Engineer, a Commissioner appointed by the Legislature, the financial agent of the State in New-Nork, and, indeed, all the competent authorities, concurred in the representation that the canal must henceforth form the great channel of traffic through the country; and for a few years abundant evidence seemed to be afforded that these assurances had been well-founded. Apparently nothing could effect the work unfavorably, because no competing route could be opened up without the sanction of the Legislature, and it was not to be supposed that, in the face of the pledges given, the State would fail to guard the property with the same care that would have been exercised if it had remained in their own hands. In fact, on this point the Legislature, in a public discussion, and by formal votes fully recognized their equitable obligations, and refused to grant charters for railway projects which would interferfere unfairly with the canal. Unfortunately for the credit of the State, this course was maintained but for a short period. The task of completing the canal was commenced in 1847, and occupied six years through the greater part of which time the local traffic continued satisfactorily to increase. But within twelve months of the date when the outlay of the bondholders was to terminate and they were to reap the result, the State withdrew all protection by passing a general law enabling companies and individuals to construct railways wherever they might feel disposed. The consequence was that the country was soon overrun by a network of railways, some of them occupying almost the very banks of the canal, and all competing with it. The property, therefore, was absolutely destroyed, so far as any return to the stockholders was concerned, and in that condition the matter has remained to the present day. Three years back a memorial for relief was presented to the general Legislature of the State, and on its reassembling next month a new appeal will be

made. To the State, in its present condition of prosperity, the cost of rendering compensation would be insignificant, however severely the want of it may press upon individuals, and, looking at the extraordinary destiny of these Western communities, and the manner in which their progress and rivalry must be influenced in each case by financial reputation, Indiana can have no well-wishers who will not look anxiously for a generous decision of the question—*London Times.*

Brazil and the Brazilians.

As the Railroads of Brazil are now attracting great interest in this country, we give in connection with an advertisement for extensive lettings on these works, an abstract of an interesting lecture recently delivered in this city upon that country by Rev. J. C. Fletcher. Mr. Fletcher is thoroughly familiar with his subject and entirely reliable and trustworthy.

After a few introductory remarks the lecturer referred to the fact that through a most unaccountable supineness on the part of the American government and people, the greater portion of the commerce of Brazil was with Great Britain. This was principally owing to the establishment of steam communication between the latter country and the port of Rio Janeiro. Great Britain had completely got the upper hand of the United States in that respect, as, indeed, had also France and Germany, and even the commerce of Spain and of effete Portugal contest the palm with us. The remedy of this was to establish a line of steamships between our ports and that of Rio Janeiro. It was a remarkable fact, though one not creditable to the American enterprise, that of the immense quantity of coffee supplied to this country by Brazil, the orders for three fourths of it must go by the way of Great Britain. To have coffee cheap they would have to establish a line of steamers connecting our ports with Brazil, not for the purpose of freight so much as for swiftly and surely carrying letters, that we may know the state of the market as soon as Great Britain. Senor Almeida had lately submitted to the legislature a document, which he had seen translated in the New York *Herald*, setting forth the advantages which both countries would derive from such communication. Brazil stood in need of the produce of the United States, and we could not do well without the products of Brazil, the most important of which, however, was coffee. In 1840, and up to 1850, the commerce of the United States with Brazil surpassed that of England, because our clipper ships were the swiftest carriers. But in the latter year English steamships were put upon the line and the consequence was, that in five years her commerce increased 300 per cent. France had one line of steamers with South America, England had two, but the United States had no steam communication with that country. One thing, however, was particularly required to give a healty impetus to this commerce. That was a proper kind of treaty between the two governments. At present there was no commercial treaty whatever between the two countries; no treaty, indeed, existed between Brazil and any other country with anything discriminating in favor of another land except, perhaps, with France. France, under this treaty, claimed the right of administering the estates of those of her subjects who died their intestate; while if an American died their intestate, the Brazilian government would administer the estate. Brazil, however, claims that France has no right to such a construction. The principal products of Brazil consisted of coffee, sugar, hides, India rubber, rosewood, drugs, &c., the first of which was admitted free into this country, while upon our flour, of which we send more than three million dollars worth, we have to pay, according to the last tariff; $1,25 a barrel. Brazil charged an export duty upon coffee, but some years ago the amount had been reduced, in consequence of a little more enlightened policy and of the presentations of the American Minister. What was wanted was a proper treaty of reciprocity. We may furnish Brazil with our flour, but we must have her coffee. The right sort of a man to negotiate this treaty and for a while to see to its proper enforcement was wanted. This commerce could thus be greatly increased, for there were many things which Brazil wanted which we could supply cheaper than any other country. There was cotton, and hardware, and flour, and heavy machinery, and even in the article of codfish a profitable trade could be carried on. Notwithstanding the advantages they possess to secure a profitable trade with Brazil, all the American residents he could count at Rio Janeiro in 1854 did not number more than fifty, babies and all. This number, however, has increased, for many of the Brazilian railroads were under American contractors and American engineers. There was a very erroneous impression abroad with reference to the extent of Brazil. He could assure them that the empire of Brazil was larger than the United States, with all their Territories added, extending as our country does from the Atlantic to the Pacific—from the ocean lakes north to the Gulf of Mexico on the south. The fact was that to make the area of the United States equal to that of Brazil, there should be added a number of new Territories or States equal in size to New York, Massachusetts, Connecticut and Vermont. Brazil, by her own claim contained some four hundred square miles more land than the United States. The soil of this vast area of the country was of surprising richness and fertility, being composed of decomposed granite, the most favorable soil for the Caucasian race. Its plains of agricultural capabilities were immense in the South, while its forests were of such extent as to draw forth the most wonderful expressions of surprise even from the great Humboldt. The lecturer here described at length the natural causes which conduced to the salubrity of the climate. He then referred in beautiful language to the floral, horticultural, arboricultural and mineral productions of Brazil, which this favored land teemed. The lecturer gave also a most pleasing and graphic description of life upon the plantations in the interior. Touching slightly upon some of the historical events in South American history, he said it was here fighting against the Bomba of South America—Rosas, of Buenos Ayres—that Garibaldi first learned the art of war. He spoke very favorable of the government and constitution of Brazil, which were as liberal as could be desired. There was trial by jury, free speech, a free press, and toleration to all religious denominations. The only restriction upon other denominations than the Roman Catholic—which was the State religion—was that none other could worship in temples, which was interpreted buildings with spires and bells. Without these they could get on well enough. Rio Janeiro, he said, was a flourishing port of 300,000 inhabitants—the New York of South America—becoming more and more improved as the necessities of commerce demanded. When he first landed at Rio Janeiro there were no wharves or quays. Now these were being built, and the whole city was being improved by the sewerage of streets, &c. Slavery existed in Brazil; but since the abolution of the African slave trade the system was dying out, and its utter extinction was only a question of time. Many of the Africans in Brazil, he said, were a far superior race to those among us, and many of them had risen to stations of eminence in the literary and scientific world. From this topic the lecturer turned to a personal description of the Emperor Don Pedro II., personally and mentally. In statue he said the Emperor measured six feet four, and in all mental accom plishments he has been ranked by all travelers in his dominions as one of the first monarchs in the world.

Throughout, the reverend lecturer was listened to with deep attention, and when he concluded he was greeted with general manifestations of the pleasure he had conferred upon his audience, and a resolution, with appropriate remarks, was offered by Rev. Dr. Osgood, and Rev. Mr. Fletcher was requested to give a series of lectures in a larger hall. A vote of thanks to the lecturer was carried with acclamation, after which the assemblage dispersed.

Population of Indiana.

The population of this State has increased 356,742, during the past ten years, and will be seen by the following census returns of 1860 compared with those of 1850:

Counties.	1860.	1850.	*Counties.*	1860.	1850.
Adams	9,252	5,774	Madison	16,574	12,497
Allen	29,326	16,921	Miami	16,861	11,349
Bart'lm'w	17,787	12,832	Marion	40,861	24,289
Benton	2,432	1,144	Marshall	12,724	5,343
Blackford	4,123	2,864	Martin	8,975	5,955
Boone	16,321	11,629	Montg'y	20.922	18,227
Brown	6,508	4,846	Monroe	12,809	11,283
Carroll	13,649	11,022	Morgan	16,032	14,654
Cass	16,829	10,922	Newton*	2,254	.....
Clinton	14,468	11,871	Noble	14,887	7,948
Clay	12,174	8,134	Ohio	5,475	5,310
Clark	20,465	15,336	Owen	14,303	12,040
Crawford	8,330	6,318	Orange	12,000	10,318
Daviess	13,436	10,354	Parke	15,448	15,049
Decatur	17,211	15,100	Posey	16,185	12,367
Dearborn	24,467	20,165	Porter	10,302	5,220
De Kalb	13,895	8,257	Putnam	20,729	16,612
Delaware	15,865	10,976	Perry	11,857	7,251
Dubois	10,486	6,230	Pulaski	5,708	2,595
Elkhart	20,996	12,903	Pike	10,183	8,599
Floyd	20,090	14,876	Ripley	19,119	14,822
Franklin	19,670	17,914	Rush	16,201	16,445
Fountain	15,979	13,260	R'nd'lph	19,016	14,594
Fayette	9,882	10,140	Shelby	19,578	15,446
Fulton	9,427	5,864	Spencer	13,027	8,664
Grant	16,170	11,092	Sullivan	15,382	10,163
Greene	16,043	12,247	Scott	7,338	5,889
Gibson	14,457	10,762	St. Jos.	18,454	10,955
Hamilton	17,310	12,686	Steuben	10,474	6,107
Hancock	12,751	9,714	Switz'l'd	12,884	29,183
Harrison	18,557	15,538	Stark	3,209	558
Henry	20,259	17,668	Tipton	8,192	3,534
Howard	14,527	6,667	Tippec.	25,758	19,269
H'ndricks	17,004	14,077	Union	7,171	8,881
Hunting'n	14,985	7,850	Vand'r'g	20,627	11,442
Jackson	16,442	11,024	Vigo	23,527	11,693
Jasper*	4,306	3,424	Vermil'n	5,061	8,601
Jay	11,182	7,050	Wabash	17,526	12,109
Jefferson	25,044	23,931	Warren	10,074	7,423
Johnson	14,855	12,228	Warrick	13,295	8,022
Jennings	14,743	12,541	Wayne	29,617	25,900
Knox	16,057	11,086	Wells	10,837	6,121
Kosc'sko†	18,027	10,243	White	8,501	4,750
Laporte	23,047	12,169	Whitley	10,751	5,190
Lake†	10,000	3,991	Wash'n	17,908	17,088
Lagrange	11,358	8,424			
Lawrence	15,708	12,210	Total.	1,347,000	990,258

* Newton County taken off of Jasper since 1850.
† Estimated.

Railways in France.

The *Moniteur* contains an account of the railway works executed in France since 1851, under the influence of the Imperial Government, which presents some interesting details.

At the end of 1851 the length completed was 3,544 kilometres. At the end of 1859 the length was found to have increased to 9,076. The quantity of iron used for rails and other purposes is estimated at 1,700,000 tons. How much remains yet to be done may be judged from the fact that the total length conceded on 1st Jan., 1860, would reach 16,352 kilometres if completed. The cost of the whole represents a sum of 280,000,000*l.* sterling, towards which the State supplies 38,500,000*l.* The cost of the portion already executed would be about one-half. As soon as the railways are finished, all the eighty-five departments of France will be traversed, and the principal ports connected with the capital. Belgium will be approached at seven different points; the German States at five; Switzerland at four; Sardinia at four; and Spain by one.

In 1851 France was, in reference to railway con

veyance, due regard being had to her population, far behind not only Great Britain and Belgium, but the German States, Prussia, and Austria. Notwithstanding the greatly increased development of the system the cost to the State has been diminishing; for instead of having to bind itself to engagements equalling 110,000f. the kilometre, the liability of the State does not now exceed 40,000f. The outlay of Government, which, between 1847 and 1851, averaged 75,000,000f. a year, does not now go beyond 25,000,000f. The companies have, on the other hand, expended something like 375,000,000f. a year.

At the commencement of 1851, concessions had been granted for construction to the extent of 3,000,000 kilometres (2,410 miles), representing an estimated outlay of 60,000,000*l.* sterling. The State had contributed 1,680,000*l.* to this outlay, but on the other hand remained answerable for the execution of 645 miles, not conceded to any company, and the expense of which was computed to exceed 20,000,000*l.* By the end of 1851, the actual expenditure amounted to 58,560,000*l.*, of which the State had supplied 23,160,000*l.*

Only thirty-seven departments were in 1851 traversed by any railway, and there were but thirty one principal towns furnished with stations. Not more than sixteen ports and harbors enjoyed access to the railway, and the whole system touched the French frontiers only at four points—namely, Turcoing, Blanche-Misseron, Forbach, and Basle.

This system, within the eight following years, was more than quadrupled in extent, the annual average length of lines obtaining new concessions being 1,116 miles. On the 1st of January, 1860, concessions had been granted for 10,138 miles.

Among the statistical details comprised in Dr. Veron's paper the following are of chief interest:

The French railways already completed have cost on the average nearly 26,000*l.* per mile. They occupy 75,000 acres of land, which was purchased at a cost of 300,000,000f. There are 11,500 crossings, of which 5,500 are on the level, 2,000 bridges, and 4,000 sub-passages. Without reckoning minor works, the entire length of the large bridges over water is 30 kilometres, of viaducts 20 kilometres, and of tunnels 100 kilometres.

The number of stations is about 1,200, divided as follows:—12 above classification, including Paris, Lyons, Marseilles, Bordeaux, &c.; 130 first-class stations, which comprise junctions, terminal towns, the chefs-lieux of departments, and principal provincial towns; 200 of the second-class, and 852 of the third. The rolling stock comprises about 3,000 locomotives and tenders, 7,000 passenger carriages, and 60,000 wagons. There are not less than 70,000 persons engaged in various departments, from the director to the common laborer.

The traffic has increased in much larger proportion than their extent. In 1851 there were 3,544 kilometres at work, and in 1859, 9,074. But while at the former date the "passenger mileage," as it is called in England, was equivalent to 860,000,000 kilometres, performed in 20,000,000 journeys, as counted by the number of tickets issued; the total passenger traffic of 1859 exceeded 2,650,000,000 kilometres, and require the issue of 52,000,000 tickets. Of merchandise or heavy goods there was in 1851 a mass conveyed equivalent to the transport of 363,000,000 tons over one kilometre, the actual weight conveyed being 4,600,000 tons. In 1859 the total movement corresponded to the conveyance of 2,750,000,000 tons over one kilometre, and the gross weight moved was more than 20,000,000 tons. In 1851 the average charge for conveyance was ten centimes (one penny) per ton per kilometre, and in 1850 little over seven centimes. If the former rates had been retained, customers would have to pay 80,000,000f. beyond their real outlay last year; and as compared with the costs of the old systems of conveyance, their gain has been at least 350,000,000f. Finally, the gross receipts for 1851 were 108,000,000f., and the working expenses about 50,000,000f. In 1859 the receipts rose to over 400,000,000f., the working costs being 180,000,000f., or 45 per cent.

Population of Wisconsin.

Counties.	1850.	1855.	1860.
Adams	187	6,868	7,004
Bad Axe	....	4,823	11,012
Brown	6,215	6,699	11,800
Calumet	1,743	3,631	7,907
Chippewa	615	838	1,894
Clark	....	232	793
Columbia	9,565	17,965	24,554
Crawford	2,496	3,323	8,071
Dane	16,630	37,714	43,412
Dodge	19,138	34,540	36,086
Door	....	739	2,987
Eau Claire	....	....	3,212
Fond du Lac	14,510	24,784	34,302
Grant	16,198	23,175	31,175
Green	8,566	14,727	19,866
Green Lake	....	....	12,670
Iowa	9,528	15,205	19,323
Jackson	....	1,198	4,134
Jefferson	15,817	26,869	37,450
Juneau	....	....	8,774
Kewaunee	....	1,109	5,532
Kenosha	10,734	12,397	13,864
La Crosse	....	3,904	12,136
Lafayette	11,531	16,064*	18,344
Manitowoc	3,702	13,043	22,405
Marathon	508	1,427	2,893
Marquette	8,041	14,837	8,236
Milwaukee	31,077	46,265	62,337
Monroe	....	2,407	8,417
Oconto	....	1,501	3,591
Outagamie	....	4,914	9,602
Ozaukee	....	12,973	15,801
Pierce	....	1,720	4,677
Portage	1,250	5,151	7,530
Racine	14,973	20,673	21,411
Richland	903	5,534	9,720
Rock	20,750	31,364	37,583
Sauk	4,371	13,614	18,971
Shawana	....	254	829
Sheboygan	8,379	20,391	26,725
Walworth	17,862	22,662	26,522
Washington	19,485	18,897	23,628
Waukesha	19,258	24,012	26,882
Waupaca	....	4,437	8,919
Waushara	....	5,541	8,815
Winnebago	10,167	17,439	23,788
Wood	....	....	2,425
Dunn	....	1,150	4,985
Pepin	....	....	
St. Croix	6,224	2,040	6,820
Polk	....	....	
Dallas	....	....	
Burnett	....	....	
Douglas	....	385	1,691
Ashland	....	....	
La Pointe	489	447	
Buffalo	....	832	6,430
Trempeauleau	....	493	
Total	305,391	552,109	777,771
Increase from 1850 to 1855			246,108
Increase from 1855 to 1860			225,662
Increase in ten years			471,770

* The district estimated.

Southern Pacific Railroad.

We are gratified to learn by an interview with Dr. Fowlkes, that the prospects of this important enterprise, are now, in several particulars, more flattering than at any former period. He confirms the report from Texas, published some weeks since, that several hundred hands are now employed in grading the contract let to Messrs. DeGraffe & Smith, in July last, and are rapidly pushing the work forward. A part of the iron for this section is purchased and in the hands of the company, and negotiations are going forward for the remainder. This is a strong move in the right direction, as every mile the road advances, strengthens it in every particular.

But the most encouraging information derived from our interview with Dr. F. is an explanation of the contract made in September last with the American representative of an important and powerful association of French capitalists. By the terms of this contract the French company are to take $1,200,000 of the convertible bonds of the company, for which they are to pay cash at par; after which they contract to build the entire road across Texas, and prospectively to the Pacific Ocean—including iron and rolling stock—on a simple pledge of the road and other securities of the company, which they hold for sale to actual settlers, crediting the company with the full receipts for the same, less the commission. A more favorable contract for the Pacific Company can scarcely be conceived, as it not only frees it from money embarrassments and gives it strength to press rapidly through to the Pacific, but insures full returns for the lands received from Texas. Of the ability of the French capitalists to carry out their contract there can be no question, as their very exalted financial position has been certified in this country by the highest financial and official evidence from Paris.

The contract, it is true, was conditioned on its ratification in Paris, but letters received by Mr. Bisbie, of Virginia—who is now in the city—from one of the leading members of the association in France, leave little doubt but that the contract will be fully ratified. Mr. B. was the principal party in bringing about this negotiation.

Another encouraging prospect for the company is in the strong probability of the passage of the bill in its favor now before Congress, which would have passed last winter had it been reached. It is now the special order for 17th December, and for reasons not necessary to enumerate, will receive a most favorable consideration, and, it can scarcely be doubted, will pass that body.—*N. O. Picayune.*

Report of the Secretary of the Treasury.

We copy from the Report of the Secretary of the Treasury the following portion, referring directly to the state of the finances.

On the 1st day of July, 1859, being the commencement of the fiscal year 1860, the balance in the Treasury was $4,339,275 54

The receipts into the Treasury during the fiscal year 1860 were as follows:

For the quarter ending September 30, 1859:

From customs	$15,947,871	
" public lands	470,245	
" miscella's sources.	379,650	
" treasury notes, per act Dec. 23, 1857	3,611,300	
From loan, per act June 14, 1858	210,000	—20,618,866

For the quarter ending December 31, 1859:

From customs	$10,785,849	
From public lands	445,536	
From miscellan's sources.	149,893	
From treasury notes, per act Dec. 23, 1857	4,064,500	
From loans, per act June 14, 1858	60,000	—15,505,278

For the quarter ending March 31, 1860:

From customs	$14,962,784	
From public lands	505,592	
From miscellan's sources.	245,447	
From treasury notes, per act Dec. 23, 1857	5,588,200	
From loan, per act June 14, 1858	1,110,000	—22,412,028

For the quarter ending June 30, 1860:

From customs	$11,491,208	
From public lands	357,186	
From miscellan's sources.	236,274	
From treasury notes, per act Dec. 23, 1857	6,131,200	—18,215,867

Making the aggregate means for the service of the fiscal year ending June 30, 1860 ..... $81,091,309

The expenditure during the fiscal year ending June 30, 1860, was as follows:

For the quarter ending Sept. 30, 1859.	$20,007,175
" " " Dec. 31, 1859..	16,025,527
" " " Mar. 31, 1860.	20,377,503
" " " June 30, 1860.	21,051,899
Which amount of.....	$77,462,103

was applied to the respective branches of the public service as follows:

To civil, foreign intercourse, and miscellaneous services.....	$27,969,871
To service of Interior Department (Indians and pensions).....	8,955,687
To service of War Department.....	16,409,767
To service of Navy Department.....	11,513,150
To the public debt.....	17,613,628
Exhibited in detail in statement No. 1.	$77,462,102
Deducting the expenditure for the fiscal year 1860 from the aggregate receipts during that year, there remained in the Treasury on the 1st July, 1860, the balance of	$3,629,207

The receipts for the first quarter of the fiscal year 1861, from July 1 to September 30, 1860, were:

From customs.....	$16,119,831	
From public lands.....	281,101	
From miscellan's sources.	318,858	—17,719,790

The estimated receipts during the three remaining quarters of the current fiscal year, 1861, are:

From customs.....	$40,000,000	
From public lands.....	2,250,000	
From miscellan's sources.	750,000	
From loan, authorized June 22, 1860.....	21,000,000	
		$64,000,000
Making the total of ascertained and estimated means for the service of the current fiscal year, 1861.....		$84,348,997

The expenditure of the first quarter of the current fiscal year—that ending Sept. 30, 1860, were as follows:

For civil, foreign intercourse, and miscellaneous services.....	$6,440,004	
For service of Interior Department.....	1,679,575	
For ser'e of War Departm't.	5,352,771	
For ser'e of Navy Depart..	2,578,678	
For payment of creditors of Texas.....	1,283	
For redemp. of trea'y notes.	375,400	
For interest on public debt.	115,560	
		$16,543,472
The estimated expenditure during the three remaining quarters of the current fiscal year, 1861, is.....		46,935,238
The loan of June 22, 1860, the amount of which is stated among the means of the fiscal year, 1861, is expressly required to be applied to the redemption of treasury notes, is.....		20,624,600
Making the aggregate expenditure, ascertained and estimated, for the current fiscal year, 1861.....		84,103,105
Which amount, deducted from the total of ascertained and estimated means for the service of the current fiscal year, 1861, as before stated, leaves a balance in the Treasury on July 1, 1861, being the commencement of the fiscal year, 1862, of.....		245,891

The foregoing statement assumes that the whole sum embraced in the estimated expenditure for the remaining three quarters of the current fiscal year will be actually called for within the year. The amount stated, $16,935,232 58, does not include the entire balance of the appropriations heretofore made by law, but such sums as the respective departments have indicated may probably be required. But, in practice for many years past, the sums drawn from the Treasury during any year have been much less than the amounts estimated as required within such year, according to the character of the appropriations and the exigencies of the public service. It may be, therefore, fairly anticipated that, should the operations of the Government proceed in their ordinary course, that at least $4,000,000 more may be deducted from the estimated expenditure of the current fiscal year, increasing the balance in the Treasury on July 1, 1861, to that extent.

ESTIMATES FOR THE FISCAL YEAR FROM JULY 1, 1861, TO JUNE 30, 1862.

Estimated receipts from customs	$60,000,000
Estimated receipts from public lands..	3,000,000
Estim'd rece'ts from miscella's sources.	1,250,000
Estim'd bal. in the Treas. July 1, 1861.	245,892
Aggregate estimated means for the fiscal year 1862.....	$64,495,892
Estimated expenditure from permanent appropriations.....	9,626,386
Estimated expenditure from balance of former appropriations not before required.....	12,198,113
Estimates now submitted by the executive departments for appropriation by Congress	46,589,227
Aggregate estimated expenditure for the fiscal year 1862.....	68,363,726
Showing a deficit of estimated means for the service of the fiscal year ending June 30, 1862, of	3,867,834

The suggestions above made, as to not drawing from the Treasury during the year the whole amount of the appropriations authorized by law, will apply to these estimates, so that, instead of the above deficiency of $3,867,834 53, there will probably remain in the Treasury on the 1st July, 1862, a balance of about $8,000,000.

The correctness of this estimate of expenditure for the present and next fiscal years may be illustrated in another and simpler form, The entire expenditure of the Government for the fiscal year ending June 30, 1860, exclusive of the repemption of treasury notes, which are otherwise provided for, and the interest on the public debt, was $59,848,474 72, and in that sum was included $1,446,009 26, to meet a deficiency in the Post-Office Department, produced by the failure of the Post-Office Appropriation bill at the second session of the Thirty-fifth Congress—thereby causing this amount to be paid and charged in the expenditure of the fiscal year ending June 30, 1860, though, in point of fact, the service was rendered and the liability incurred in the preceding year. It should be borne in mind that this sum of $59,848,474 72, included not only payments growing out of such appropriations as had been estimated for by the department, but all other sums appropriated by Congress. There is no reason why the expenditure for the present or next fiscal year should exceed that of the last year. Allowing, however, a margin for an increase, it may be safely stated that the expenses for the two years will not exceed $60,000,000 each—making the amount to be provided for $120,000,000. The estimated means of the Treasury for the same period are, for the present fiscal year, $63,348,996 75, and for the year ending June 30, 1862, $64,250,000, which would leave an excess of estimated means over estimated expenditure of $7,598,996 75.

The estimate of receipts into the Treasury have been made without reference to the financial and commercial panic, which has assumed so threatening an aspect within the last few days, and of which I shall speak more fully hereafter. The country was never in a more prosperous condition. Our planters and farmers have been blest, as a general rule, with abundant crops, and were realizing remunerative prices for all kinds of products. The exports of the last fiscal year had reached the enormous sum of $400,122,296, and the imports for the same period were 362,163,941, yielding a revenue from customs of $53,187,511 87. The exports of domestic produce for the present fiscal year, as far as they have been received, indicate an increase fully equal, if not greater, than that of preceding years, thus authorizing the estimate of increased revenue from that source. Apart, therefore, from the threatened embarrassments in the trade and business of the country, these estimates, both of expenditure and receipts, would be submitted to Congress with great confidence that they would not vary very far from the actual results.

Street Cars for London.

American street railroads, started by Americans, owned by Americans, and equipped with American cars, have at last got a footing in the British capital. Right under the morning shadow of Westminister Abbey, Train has made a beginning with his flat-rail track—just such a rail and just such a track as those wherein the Quaker City railroads are superior to those of New York—and, turning his back on the House of Lords, he has Victoria street and, morally if not geographically, all London before him. Victoria street, Westminister, is one of the widest, newest, and yet among the least traveled thoroughfares of London. It is, however, in an almost direct line from the Houses of Parliament to Belgravia, the most aristocratic quarter of the metropolis, and with the American street cars it is likely to become the axis of fashionable locomotion.

On Tuesday last, the ship Wyoming, which left this port for Liverpool, took with her the first of three Philadelphia-built street railroad cars for the new line about to be opened in London. The order for these cars was given by Charles Hathaway, Esq., who has been in London for the last few weeks arranging for the general introduction of our railroad system there. So little time was given, that Messrs. Kimball and Gorton, to whom the order was sent, were compelled to send cars already commenced for the Pittsburg city railroads. The Londoners, therefore, will have no more than a fair sample of our work, neither better nor worse than that which is exemplified wherever Philadelphia-built cars are running in this country. In describing the new car—the Prince Royal, as it is named—we are describing merely the type of the cars used in Cincinnati, Pittsburg, Baltimore, and Boston. The Prince Royal is smaller, and is built for a narrower gauge than the Philadelphia cars, but it is as superior, in capacity, elegance, and comfort, to any public conveyance now running in London, as it is superior to a furniture wagon, to which a London omnibus may which propriety be compared. The Philadelphia street railroad gauge is 5 ft. 2½ in., or 6 inches more than the "narrow gauge" of railroads generally, to which—the 4 ft. 8½ in. gauge—the new London line corresponds. Our cars are reckoned as 22 passenger cars, (often carrying 50,) while that under notice is rated as an 18 passenger car. The body is 14 ft. long, exclusive of the platforms, 7 ft. wide, and the height from the floor to the underside of the turtle-back roof is 7 ft. 6 in. The framing is of ash, which is ligther, stiffer and less subject to shrinkage and warping than oak. The panneling is of white wood. The wheels are Whitney's 30 inches in diameter. The axels are from the Pencoyd Works of A. & P. Roberts, of this city. The springs are of India rubber, which seems to answer the best purpose under the rough usage of street cars. The boxes are oil tight, a close packing being employed around the axle between the journal and wheel. The brasses have a recess, on top, in which a hemispherical projection, on the inside of the upper part of the box, rests, forming a sort of ball and socket bearing. The pedestals (axle-guards, the English mechanics will call them) are of cast-iron, and of the common pattern. The car has brakes, as usual. Inside, the finish is exceedingly plain but neat. Like all American cars and omnibusses, and therefore unlike all conveyances of that kind in England, the windows extend all around the car. Each is a single large plate of American glass. Above each window is a gothic-shaped plate of ground glass, ornamentally figured, and relieving the entablature. The body is painted in lemon chrome, with arabesque ornaments on the sides, and the name, Prince Royal, in shaded skeleton letters below. The style of the whole is, of

course, unlike anything in England, yet it is of that character which, familiarized as we are with it here, would be pronounced simple and appropriate. John Bull *may* pronounce it gaudy. The weight of the car is 3,462 lb., and it will comfortably affort sitting room for a dozen John Brights or two dozen little Lord John Russells. It is expected to be on the track by Christmas, when we have no doubt there will be a general turn-ous among the parliamentary digitaries of Westminister to see it. Our English readers will obtain an accurate idea of the appearance of the new car by referring to the cut in Messrs. Kimball and Gorton's card, in our advertising columns.—*The Engineer.*

Journal of Railroad Law.

LIMITATION OF PASSENGER TICKETS TO BE USED IN A SPECIFIED TIME, AND ON A CONTINUOUS TRIP.

The case of Barker *vs.* Coffiin grew out of the custom of railroad companies of placing conditions and limitations upon the tickets which they sell to passengers, as to the time and manner of using them, in conforming to which, the passenger will be entitled to transportation over their roads.

The action was to recover damages for an assault, and for ejecting the plaintiff from the cars of the New York Central Railroad. The defendant was a conductor on the cars. On the 12th of August, 1858, the plaintiff purchased of the Hudson River Railroad Company, at its depot in New York city, a ticket for a passage to Buffalo. He inquired what the fare to Buffalo was, and was told $5.00, which he paid and received a ticket reading thus: "Good for one seat in first class car from New York to Buffalo, by Hudson River and New York Central Railroads, *to be used within three days from date; good for a continuous trip only;* issued by the Hudson River Railroad Company," signed C. H. Kendrick." On the back was printed "Hudson R. R. Ticket Office, August 12th, 1858."

The plaintiff left the city immediately and rode to Albany, where he remained until the 18th or 19th of August, when he took the cars of the Central Railroad and rode to a place west of Syracuse. The defendant came into the cars as conductor, at Syracuse, and after calling upon the passengers for tickets or fare, the plaintiff exhibited the ticket, and the conductor refused it and told him it had expired and was not good, and that the plaintiff must pay fare. The plaintiff refused and the defendant removed him from the cars, using no unnecessary force, and acting under instructions from the New York Central Railroad Company. After the plaintiff was thus removed he returned to the car, paid fare and continued his journey. The reduction of fare to $5.00 was owing to competition; the usual fare from New York to Buffalo was about $9.50.

Upon the trial the court non-suited the plaintiff and gave judgment to the defendant. The plaintiff then moved for a new trial, which motion was heard at the Erie General Term of the Supreme Court. The following is the decision.

MARVIN, J.—At the circuit, I was of the opinion that the case was to be controlled by the contract between the plaintiff and the railroad companies, and that the contract was simply that the plaintiff, for the consideration of $5, should have a seat and be conveyed in the first class cars from New York to Buffalo by the Hudson River and the New York Central Railroads, in case he availed himself of the contract within three days, and made the journey by a continuous trip. It was assumed that the agent selling the ticket had authority to bind the Hudson River and New York Central roads, and the question was made to turn upon the contract. The ticket was produced and given in evidence by the plaintiff, and it furnished the evidence of the contract. It was the only evidence furnished by the plaintiff to the defendant of the right of the former to remain in the cars. The defendant recognized the contract, and claimed that it gave to the plaintiff no right to a seat and passage in the cars, at that time. If the ticket is to be regarded as the evidence of the contract, and the contract was not illegal, then I confess that I am unable to take any other view than that taken at the circuit. The contract conferred upon the plaintiff a right of passage, to be exercised within three days, and during a continuous trip only. The plaintiff took a seat in the cars and was carried to Albany. Instead of proceeding on to Buffalo in the cars of the New York Central Railroad Company, he left the cars, remained in Albany six or seven days, and then took the cars and claimed the right, under contract, to be carried to Buffalo. He certainly had no such right under the contract, as I construe it.

Had the railroads the right to make such contract? Was the contract legal? I confess I am not able to see any reason why they had not the right to make such contract, and why it was not legal. They were common carriers of passengers, and had a right to make any special contract not unreasonable and illegal. May not common carriers of passengers say, to-day, or this week, we will carry you, a passenger, over our route, for a sum specified, though to-morrow or next week our price may be double the sum we will now accept? If this right is taken away from railroad companies, or common carriers, what power will they have to protect themselves against overloading? It is claimed that having once received the fare established at any given time for a passage from one place to another, the person paying the fare will be entitled to the passage at any future time whatever may have been the terms of the contract, as to the time within which the passage should be made. Establish this as a principle, and the right of passage may be claimed by such numbers upon a particular day or occasion as to render it impossible for the carrier to perform his contract. The contract may be made at any time when the fare by the stage or car is very low, and its execution be claimed at a future time when the reasonable fare is much higher; or the tickets may be purchased, as in this case, when competing roads have reduced temporarily the fare, and the passage may be claimed weeks or months after the fare has been greatly increased. In short I know of no reason why the carrier may not, by agreement, provide that the passage shall be made within a time specified and in one continuous trip. As it is the duty of a common carrier to carry the passenger, the terms of the contract as to the time and the trip should be reasonable.

In Cheney *vs.* Boston and Maine Railroad Company, the plaintiff purchased a ticket for a passage from Durham to Boston. It was a rule of the defendant, that the passenger should go through in the same train of cars. The plaintiff after taking his seat was informed and remonstrated. He stopped at an intermediate place, and went aboard of the next train and was required to pay fare again. The action was for money had and received and for breach of contract. The court held that the plaintiff could not recover. This case is, in principle, in point.

If I am right as to what the contract was, and that it was not illegal, then the plaintiff was not rightfully in the car after refusing to pay fare, and the conductor was right in removing him. The motion for a new trial must be denied.

Population of Georgia.

The population of this State has increased about 170,000 during the past ten years, as will be seen by the following census returns, compared with those of 1850.

Counties.	1860.	1850.	*Counties.*	1860.	1850.
Appling .	4,191	2,949	Jefferson	10,303	9,131
Baker ...	4,987	8,120	Johnson.	2,930	New.
Baldwin .	9,112	8,148	Jones ..	9.075	10,224
Banks ...	4,696	New.	Laurens	7,013	6,442
Berrien..	3,477	New.	Lee	7,208	6,659
Bibb	16,278	12,699	Liberty.	8,331	7,926
Brooks ..	6,353	New.	Lincoln.	5,470	5,998
Bryan ...	4,020	3,424	Lowndes	5,292	8,351
Bulloch .	5,675	4,300	L'mpkin	4,696	8,954
Burke ...	17,182	16,100	Macon..	8,467	7,052
Butts....	6,166	6,488	Madison	5,984	6,603
Calhoun .	4,923	New.	Marion .	7,390	10,280
Camden .	5,382	6,319	McInt'sh	5,543	6,028
Campbell.	8,148	7,232	Meriw'r	15,334	16,476
Carroll ..	12,113	9,357	Miller ..	1.856	New.
Cass.....	15,769	13,300	Milton..	4,607	New.
Catoosa ..	5,085	New.	Mitchell	4,308	New.
Chatham	31,111	23,901	Monroe.	15,951	16,985
Ch'tt'chie	5,779	New.	Montg'y	2,997	2,154
Ch'ttooga	7,191	6,815	Morgan.	10,002	10,744
Cherokee	11,225	12,800	Murray.	7,101	14,433
Charlton .	1,812	New.	Muscog.	16,598	18,578
Clarke...	11,284	11,119	Newton	14,381	13,296
Clay.....	4,891	New.	Ogleth'e	11,478	12,259
Clayton ..	4,470	New.	Pauld'g	6,667	7,039
Clinch ...	3,088	New.	Pickens	4,974	New.
Cobb	14,270	13,843	Pierce..	1,993	New.
Coffee ...	2,843	New.	Pike ...	10,086	14,305
Columbia	11,900	11,961	Polk ...	6,225	New.
Colquitt..	1,282	New.	Pulaski.	8,751	6,627
Coweta ..	14,697	13,635	Putnam	10,249	10,794
Crawford	7,704	8,984	Quitman	3,500	New.
Dade	3,484	2,680	Rabun .	3,275	2,448
Dawson..	3,856	New.	R'nd'lph	9,575	12,868
Decatur .	11,945	8,262	Richm'd	22,875	16,247
De Kalb .	7,843	14,328	Schley .	4,553	New.
Dooly ...	8,925	8,361	Screven	8,285	6,847
Dough'ty	8,386	New.	Spauld'g	8,771	New.
Early ...	6,232	7,246	Stewart.	11,867	16,027
Echols...	1,506	New.	Sumpter	12,168	10,322
Effingh'm	4,757	3,864	Talbot .	13,849	16,534
Elbert ...	10,449	12,959	Talliaf'o	4,583	5,146
Emanuel.	5,001	4,577	Tatnall .	4,352	3,227
Fannin ..	5,271	New.	Taylor .	5,980	New.
Fayette..	7,057	8,709	Terrell .	6,247	New.
Floyd ...	15,173	8,205	Telfair .	2,719	3,026
Forsyth .	7,751	8,850	Thomas.	10,767	10,103
Franklin.	7,599	11,513	Towns..	2,459	New.
Fulton...	14,449	New.	Troup ..	15,779	16,879
Gilmer ..	8,731	8,440	Twiggs .	8,452	8,179
Glascock.	2,439	New.	Union ..	4,413	7,284
Glynn ...	3,894	4,933	Upson ..	9,911	9,424
Greene ..	12,695	12,695	Walker .	10,111	13,109
Gordon ..	10,173	5,984	Walton .	11,112	10,821
Gwinnett	13,949	11,257	Ware...	2,211	3,888
H'b'rsh'm	5,987	8,895	Warren.	9,823	12,425
Hall.....	9,613	8,713	Wash'n .	12,347	11,776
Hancock.	12,045	11,578	Wayne .	4,330	1,499
Harralson	3,037	New.	Webster	5,087	New.
Harris...	13,757	14,721	White ..	3,317	New.
Hart	5,259	New.	Wilcox .	2,119	New.
Heard ...	7,792	6,923	Wilkes .	11,420	12,107
Henry ...	10,710	14,726	Wilkin'n	10,310	8,212
Houston .	15,654	16,450	Whitfi'ld	10,079	New,
Irwin	1,769	3,334	Worth..	2,772	New.
Jackson .	10,624	9,763			
Jasper...	10,703	11,486	Total.	1,075,977	905,999

Increase in ten years.....169,978.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,000	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	....
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	----	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
6 Dec. '59	—	—	—	200.5	...	...	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	----	.....	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	.....	1,585,366	22.5	.....	270,293	143,787	----	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	368,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	130
31 Dec. '59	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	.....	5,582,431	117.4	432,024	828,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	...	...	.....	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	----	—	...	...	.....	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '59	154.2	—	----	.....	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	694,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	----	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	----	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	60.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	579,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	----	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	980	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	----	65
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,860	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	----	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	50
10 Nov. '58	33.2	—	----	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	61
.. .. '57	175.0	—	----	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,790	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	55
.. .. ..	—	—	----	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	----	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,296	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	----	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	----	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	----	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	----	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	----	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	----	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	----	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	----	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	----	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	----	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,164	10	....
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,842,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	389,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	----	289.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	----	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	----	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	----	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	----	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	—	...	...	.....	Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	.....	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	----	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	----	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	----	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	----	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	----	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	----	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	682,922	58,744	50,384	99,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	—
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	95
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	57½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	108½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	112
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	110
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	12	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	75
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	—	699,152	343,915	—	73½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,289	87.3	410,591	646,755	306,413	6	108
30 Nov. '59	28.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	—
30 Nov. '59	45.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatonic.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	14
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,728	13,457,921	192.0	1,020,054	1,767,068	830,148	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,499	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,097	—	47
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	14
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	123,386	12.0	—	—	—	—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	3,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,900	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	54
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,525	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,980	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	97½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	48
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	84.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	—	76.0	—	269,605	127,241	—	—
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,796,400	6,882,000	—	—	96.2	.....	2,378,392	1,189,399	12	133
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	—	60.2	.....	152,155	66,453	—	—
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	104
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	—
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	—
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Equipment. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	237,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	*27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	40
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,716,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	73
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	26
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	14
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,162	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	66,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May,'60	94.9	—	6.4	—	....	....	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,236	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	....	....	....	....	Atlantic and Great Western	613,231	.....	.....	866,930	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	100,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,286	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	49
1 May,'59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	....	18.0	10	6	206	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	24
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	....	—	....	....	....	Dayton and Michigan	5,241,743	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	....	....	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,617	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	80
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	566,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	.....	.....
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,987	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	.....	.....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	.....	.....
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	78
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	.....	.....
30 Sep. '59	18.6	—	4.0	—	....	....	....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	13.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,609	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	656,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	.....	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,262,355	2,231,617	—	74
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	.....	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	33½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,738,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	427 96	—	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	43.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,86.	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1o9,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703.349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,301	26.4	.....	125,597	4.502	—	—
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208.439	96.571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985.743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	—	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,779,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,307	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	31o,199	3	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81.561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175.830	172,826	37.124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10.493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703.034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,88o	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	80
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,758	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	662,405	382.696	4	50
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353.672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	—	5	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	169.456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	8
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,046	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,089,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	—
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	—
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,260,160	11	112

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	528,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	80
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	58
2d Mortgage	157,000	7	1870	----
Income (1869 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chi. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1860	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	44
2d Mortgage	2,000,000	---	------	18
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	624,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,800	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	68
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1881	90
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a yr after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	82
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	60
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	102½
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	86
Convertible	1,002,000	7	1877	87
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	86½
Construction	4,115,000	6	1875	86½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	82
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	280,000	7	------	----
2d Mortgage (convertible)	1,000,000	"	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		14
2d Land Grant (Western Div.)	353,600	†		14
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	84
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59-'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		91
1st Mortgage (convertible)	500,000	8		95
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	64
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	62
1st Mortgage (convertible)	650,000	8†	1863	62
1st Mortgage (convertible)	1,250,000	8†	1877	62
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	43
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	95
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	90½
Premium Consolidated Stock	8,000,000	6	1883	90½
Real Estate	221,000	6	1883	90½
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	95
2d Mortgage	4,000,000	7	1859	93
3d Mortgage (convertible)	6,000,000	7	1871	80
4th Mortgage (convertible)	3,729,000	7	1880	73
5th Mortgage	1,277,000	7	1883	91⅔
Unsecured (convertible)	2,618,000	7	1871	48
Unsecured (convertible)	2,443,000	7	1862	48
Sinking Fund	2,193,000	7	1875	48
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	92
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,186	†	1868	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	109
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¼
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Peterab'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79
Mortgage (convertible)	3,586,500	6	1886	71
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,560			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	256,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	600,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
¼				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	82
2d Mortgage (convertible)	2,000,000	7†	'68-'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	603,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	65
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	800,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
***Vermont Central:**				
1st Mortgage	------	---	------	16½
2d Mortgage	------	---	------	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
------	------	---	------	----
------	------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Dec. 5, 1860.

	Th. 29.	F. 30.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Federal Stocks:—						
U. S. 5s, 1874	96½	----	----	----	----	95
U. S. 5s, 1865	93	----	----	92½	92½	----
State Stocks:—						
California 7s	----	----	89	88	89	----
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	----	----	----	----	----	----
New York 6s, 1874	69	69½	70½	69	68	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	82	82	82	----	82	----
Ohio 6s, 1860	----	----	----	----	99	----
Tennessee 6s, 1890	75½	76	76	76	74	----
Virginia 6s	79	80½	80	----	78	----
Railroad Shares:—						
Chicago, Burl. and Q.	69	70	70	68	65	----
Chicago and Rock Isl.	51½	53½	53½	52	50	----
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	9	----	----	----
Clev. and Toledo	26½	27	28½	25½	24	----
Del., Lack. and West.	----	79½	80	78	----	----
Galena and Chicago	62	64	64	63	61	----
Hudson River	43½	43½	43½	43	40	----
Illinois Central (scrip)	57	59	59	57	55	----
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	48½	50½	50½	50	47	----
M. S. and N. I. guar'd,	30	31	31½	31	28	----
M. S. and N. I.	----	14	15	14	14	----
Milwaukee and Miss.	----	8½	8½	8	8	----
New Jersey Central	----	----	----	----	----	----
New York Central	74½	75	75½	75½	73	----
New York and Erie	28½	29	29	28	26	----
N. York and Harlem	----	14½	15	14	14	----
N. Y. and H. "pref."	----	32½	----	33	31	----
Panama	114	114	114	114	113	----
Phila. and Reading	----	34	34½	34½	33½	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	43	----	44	44	----	----
" " 2d M.	17½	18	18	17½	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1 M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	89	----	----
Gal. and Ch. 1 M. 8p.c. '63	95	95	95	----	95	----
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	60	----
Hudson R. 1 M. 7p.c. '69	102½	----	102	----	----	----
" 2M. 7p.c. '60	----	----	----	----	----	----
" 3M. 7p.c. '75	82	----	----	----	80	----
Illinois Centr. 7 p.c. '75	87	86½	86½	87	86	----
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S. F. 8p.c. '82	92	92	91	91	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	50	49	----
" " S. F.	----	69	69½	69	69	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '59	----	----	95	----	----	----
" 3 M. 7 p.c. '71	----	----	85	----	85	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	70	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	50	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	93	93	93	92	----	----
" 2 M. 7p.c. '64	----	----	----	90	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank	----	----	90	90	----	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	92	91½	91½	91½	----	----
Merchants' Exch. B'k	----	----	----	----	100	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	102	----	----
Mining Stock:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. C. Co.	----	----	----	----	----	----
Cumberland Coal Co.	----	----	----	----	----	----
Penn'a Coal Co.	77	----	----	----	----	----
Pacific Mail S. S. Co.	79	80	81½	80½	80	----
Canton	14½	14½	----	14	14	----
Brooklyn Water W's	----	----	----	----	----	----

The following are the closing prices in the London Market on the 26th October:

United States 5 p. c. red. '74	94	to	94½
Illinois Central 6 p. c. red. 1875	87	to	89
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	76	to	78
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	91	to	93
Do. do. 1st mortgage (sinking fund), 1882	92	to	94
Do. $100 shares	61	to	63
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	73	to	75
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	80	to	82
New York and Erie 1st mortgage 7 per cent. 1867	90	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1888, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	65	to	70
Do. Shares, assented	39	to	40
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	39	to	41
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, December 8, 1860.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The share market has suffered a serious decline the past week under constantly increasing apprehensions for the future. No solution of the political *embroglio* suggests itself. The President's message has accomplished nothing. The whole question is one over which no influence or control can apparently be exerted by government. The future can be seen only just so far as events daily develop themselves.

As far as we can judge, there is no disposition on either side to resort to *force*. Still, history has never yet given us a peaceable solution of a question of the kind, involving the partition of a great nation. In case of secession, hostilities are looked upon as almost inevitable, though deprecated by all. Such apprehensions cast a general gloom over the public mind, producing almost complete stagnation in all the circles of business.

In the meantime such remedial influences as can be brought to bear upon the question are actively at work. Every person who has a penny to lose, has already been a severe sufferer. Thousands have been irretrievably ruined. The work of destruction is still rapidly going on. All have been taught the great truth, that, however slight the affection different sections of the country bear to each other, they are as closely linked in the material interests, as if the most intimate and friendly relations prevailed. This fact shows that the Union, in the protection of property, and in the development of the resources of the country, has accomplished most perfectly the great object of its formation. A federal government like our own can hardly have any other. This tie of ma-

terial interest still remains unbroken. The most strenuous efforts will, no doubt, be yet made to preserve it. Such steps are already being taken. The Governor of Virginia is about to appoint a commission to visit South Carolina, to see if a reconciliation cannot be effected. The Governor of Kentucky is about taking similar action. These are border slave States, from which the most vigorous efforts may be expected to prevent a rupture.

The great thing to be cultivated on both sides is mutual forbearance. If the present differences cannot be composed, a peaceful separation should be sought, which may leave the commercial and business relations of the two sections unimpaired. We have on the north, a foreign country, extending along our frontier from the Atlantic to the Pacific. The most cordial relations exist between us and it, as much so as if it formed a part of our confederacy. Why may not similar relations exist on the other side of us? Certainly, the example cited should not be without its lesson.

In money matters little is doing outside the Banks, which are doing all they can to relieve the public; the street rates are high and nothing but the best kind of names will go at any price.

Finances of North Carolina.

From the recent message of the Governor of North Carolina, we learn that the assessed value of real estate in this State in 1815 was $53,521,513; in 1836, this value had actually decreased, and in 1850, thirty-five years later, it had only increased to $55,600,000. But in 1860, it reaches $126,000,000, or $70,400,000 more than 1850. This result, the Governor believes, comes solely from the internal improvements, which only fairly commenced in 1850.

The public debt of the State is $9,129,505. To this is to be added $4,699,900, for which the public faith is pledged to certain railroads. Of this latter sum, about $1,500,000 will be required within two years. The expenditures of the two next years are estimated at $728,424 76, to meet which the estimate of receipts is $1,726,425 06. It is therefore evident, not only that there need be no increase of taxes, but that they may be reduced. The statement, however, is predicated on the supposition that the Sinking Fund will be charged with the payment of $170,000 of the public debt falling due before October, 1863, which the Governor recommends.

To meet the principal of her liabilities the State has, in stocks and bonds of various railroads, A. and C. Canal, and Sinking Fund, $7,663,140. The Sinking Fund, from which the public debt is to be paid, and which is made up of dividends of stock owned by the State, and any accruing balances, now amounts to $457,040, and for the last two years has received $419,570. After this year the Governor estimates that the annual addition to this fund will be not less than a million of dollars, to come from railroad dividends.

Evansville and Crawfordsville Railroad.

The last rail on the extension of the Evansville and Crawfordsville Railroad from Terre Haute to Rockville has been laid, and trains have commenced running regularly over the new road. The road will be an important feeder to the Terre Haute and Indianapolis line in the way of freights and passengers.

Philadelphia, Germantown and Norristown Railroad.

The receipts of this road for the fiscal year ending September 30, 1860, were:

From passengers Norristown Branch	$98,650 33
" " Germantown "	85,545 95
" freight on both branches	79,404 35
" rents, sales of materials, etc.	4,234 66
	$267,835 29
And the expenses were	185,640 93
Making the net earnings	$82,194 36

During the past year 7,250 trains were run to Manayunk, carrying 211,883 passengers, with an average of 29 to each train; 5,580 trains to Conshohocken, carrying 68,025 passengers, averaging 12 to a train; 5,580 trains to Norristown, 207,515 passengers, averaging 37 to a train; and 13,040 trains to Germantown, with 972,663 passengers, averaging 75 to a train. The number of miles run by engines over the road was equal to 247,902, carrying 1,629,777 passengers which is equal to carrying 12,828,509 passengers one mile. The receipts per mile run on the Norristown branch were 93 cents, and on Germantown 78 cents; the cost of running of both branches was 54½ cents.

Cleveland, Zanesville and Cincinnati R. R.

This road is 61 miles in length, extending from Hudson, in Summit county, to Millersburg, in Holmes County, Ohio. It passes through Akron, Cuyahoga Falls, Orville, Fredericksburg, and other flourishing towns. The cost of the road, including equipment, etc., at the close of the year 1858, was $1,574,693. The share capital paid in was $369,673. Bond and Mortgage debt, $575,250. Floating debt, $632,486. The gross earnings in 1858 were $68,120, and the net income, $19,763. In 1859, the aggregate income was $60,426; the expenses $44,013; and the net earnings $16,413.

Lexington and St. Louis Railroad.

Col. Thomas H. Allen has been elected President of this Company to supply the vacancy occasioned by the resignation of Judge Smith.

Jacksonville and Alton Railroad.

Mr. Shepherd, the President of this Company has returned from New York, where he has recently been engaged in negotiating with certain parties for the iron necessary to finish the road. We learn that he was very successful, and that the road will be energetically pushed to completion.—*Jacksonville Journal.*

Galena and Chicago Union Railroad.

At a meeting of the Board of Directors of this Company, held at Chicago on the 21st ult., the following resolutions were adopted:

Resolved, That the days for the payment of the regular Semi-Annual Dividends of this Company be changed from Feb. 15 and Aug. 15 to January 1 and July 1 in each year, until otherwise ordered.

Resolved, That a dividend of five per cent. upon the Capital Stock of this company be, and the same is hereby declared, payable at the office of the Company in Chicago, on the 1st day of January next, to holders of said stock at the close of business on the 31st day of December next, in Exchange on New York at par.

Dayton and Cincinnati (Short Line) Railroad.

Mr. John G. Jones has been appointed by the Superior Court Receiver of the Dayton and Cincinnati (short line) Railroad, (known as the Tunnel Company), at the suit of George Sage and others.

Illinois Central Railroad.

The following are the earnings, land sales, and cash collected, of the Illinois Central Railroad Company for the month of November in the years named:

	1858.	1859.	1860.
Earnings of road	$156,037	$235,671	$241,606
Land sales	31,219	33,493	187,314
Cash capital	69,377	54,042	99,845
Total	$256,633	$323,206	$528,765

Another large sale of land was made, some $25,000, of which did not get into the month's report. Here is a sinking fund of $200,000 per month, the effect of which very few appear to estimate, and a sinking fund which does not come out of earnings, but is an absolute donation. Of the 64,000 Optional Rights outstanding, the holders of about 45,000 have accepted the terms of the extension, and paid up in full on ten per cent. This gives the company about $350,000, and enables them practically to extinguish the floating debt.

(*From "The Engineer."*)

The Giffard Injector.

Most of our readers will have seen the published report of the surveyors of the British Board of Trade on the Great Eastern, and have noted the expression therein contained as to the "uncertainty of action" of the Giffard Injector. From this report some have supposed that the Injector was a failure. On the appearance of the report, the English manufacturers of the Injector wrote at once to the engineering director of the big ship—Mr. Daniel Gooch, the locomotive superintendent of the Great Western Railway—to learn the truth of the matter. It was by the orders of Mr. Gooch that the Injectors were placed in the Great Eastern, and as he came out and returned in the vessel he had ample facilities for informing himself fully in the matter. We may say also, as one of the forty-two passengers of the Great Eastern on her first trip across the Atlantic, and as an almost daily visitor to her boiler rooms, that we heard no mention of the "uncertainty of action" of the Injectors. The following, which comes to us through Messrs. Sharp, Steward & Co., is a copy of Mr. Gooch's reply:

Oct. 22, 1860.

GREAT WESTERN RAILWAY,
Engineer's Office, Paddington.

DEAR SIRS:—I am in receipt of your note, and can assure you you could not be more astonished than I was at seeing in the report of the Board of Trade made by one of their inspectors, that the Injectors in the great ship were a failure, or uncertain in their action. Before I put them into that ship I had ascertained, by my own experince on the railway, that the most perfect reliance could be placed upon them; indeed so much am I satisfied with this, that I am putting them upon all our new engines instead of the ordinary pumps. I also made the voyage to America and back with the Great Eastern, and am equally satisfied there is not the slightest grounds for the statement of the Board of Trade Inspector, that they did not work well in that ship. The only fault was in the size; although quite equal to the evaporation of the boilers to which they were applied, they were insufficient to provide for the water that was blown off by the brine-cocks. This, however, had nothing to do with the principle of the Injector. I personally noticed their working, and could discern no defect, Indeed there was none. We used water from the hot-well at a temperature of about 110°.

Yours very faithfully,
DAN. GOOCH.

Messrs. Sharp, Steward & Co.

Delaware, Lackawanna and Western R. R.

This company failed to pay off the principal of the Income Bonds of 1857, upon which, by public notice six months ago, the interest was made to cease on 1st December. The reasons for the default are set forth in the following private circular to the bondholders:

"By a resolution of the Board of Managers, adopted on the 14th day of June last, this company proposed to issue additional stock for the purpose of providing for the payment of the 'Income Bonds' maturing in 1862, 1865 and 1867. Notice was given to the holders of those bonds that they would be paid on presentation; and that the interest on such as were not presented, would cease on the 1st December proximo. Of the bonds of this issue, amounting to $1,321,322, there have been paid $1,021,136, leaving only about $300,000 unpaid. As the present difficulties in the money market will doubtless delay the payment of the instalment due 1st December on the increased capital stock, it has this day been

Resolved, That interest be paid on the outstanding Income Bonds of the Company until the 1st June, 1861; and that all bonds of a less denomination than $500, be paid on presentation. Coupons, for interest due on 1st December proximo, will be paid as usual."

Boston and Worcester Railroad.—New Iron Bridge.

The new bridge which the Boston and Worcester Railroad are building as a viaduct over the Brighton branch of the Milldam, about five miles from this city, is, we believe, of longer *span* than any plate-iron bridge yet attempted in the United States. There are other longer *bridges* of the same construction, but they are divided by intermediate supports into shorter spans. This bridge requires a peculiar form, as will be remembered by the many who have passed over the existing structure, upon the railroad, or have passed under it in driving between Watertown and Boston. The Railroad crosses the common road at such an oblique angle, that, although the roadway under the bridge, between the abutments, is but about 30 feet wide, the length of either side of the bridge, from one support to the other, is about 90 feet; and a person driving over the carriage road has fairly passed the abutment upon one side before he comes to that upon the other.

The old structure requiring renewal the company have taken the opportunity both to straighten the line of their road and make an equalization of its grade, by building this substitute bridge a few rods east of the former road-crossing. They have thus been enabled to make the change and improvement without any interruption to or from the immense traffic over their road at this point. We believe that they expect to begin to use the new track and bridge, in the course of the present month.

This new bridge has been built upon the designs and under the superintendence of Mr. E. S. Philbrick, the engineer of the road, who has furnished the drawings and measurements for the minutest parts. The mason work, which will strike even an inexperienced eye as being appropriately massive and thorough, was entirely done by the workmen of the company, with stone from a quarry upon the Millford branch. It contains some 4,500 tons of stone including the deep foundations and arch culvert under one abutment, while it cost but about $6 per cubic yard, although the expenses of transporting the stone have been charged to the bridge. The stone is "ashlar" cut laid in hydraulic cement, many of the stones being over 10 feet long, and weighing from three to four tons each.

But we wish to speak more particularly of the bridge itself. This is composed wholly of wrought or rolled iron and will weigh about 60 gross tons. We believe it is the first bridge built entirely of American iron. The length of the three girders or beams, each of which is seven and a half feet high, is 97 feet 6 inches. The clear space between the bearings is 87 feet 9 inches, and the width of the floor is 28 feet. The bridge is substantially composed of three plate-iron girders or beams of the kind known in England as the "Fairbairn girder," with such modifications as became necessary to adapt it to the extreme obliquity of the angle between the tracks and the abutments (21°30′) and such changes as had been suggested by experience. Upon the top of these girders the road and track rest, but from no part of the support. The plates are of Abett & Sons' double worked, charcoal iron, rolled at Baltimore. The angle iron is from the Phœnix Iron Co., Philadelphia, and the rivets are from the Pembroke Iron Co. The iron work is finished and set up by Wm. Adams & Co. of this city. The edges of the plates have been all planed and the rivet-holes drilled. This is considered an advance in workmanship, because the plates and angle iron of the English and all other plate-iron bridges yet built have been *punched*, a process which, though more expeditious can hardly equal that of drilling in accuracy of position or cleanness of cut, and it must impair the strength of the iron around the hole more than drilling.

The sheets of which the "web" or vertical member of each girder is composed are 6 feet 8½ inches wide and 7½ feet high, and vary from ¼ to 7-16 of an inch in thickness; the thickness of metal used throughout being adjusted, as nearly as may be, to the strains at the several parts. The iron used was carefully tested and found to be of remarkable uniformity of texture by the excellent apparatus at the Watertown Arsenal, kindly offered for the purpose by Capt. Rodman. The strains imposed upon the metal of the girders by the meeting upon the bridge of two trains composed of the heaviest locomotives, will not exceed one-fifth part of the ultimate strength of the matertial used, as found by actual experiment. This is considered by competent judges to be a safe margin to guard against the depreciation of the iron by vibration, and to meet such imperfections in workmanship as all the work of human hands is subject to, which might reduce the *actual* below the *theoretical* strength of the structure.

The vertical and diagonal bracing which has here been applied is thorough and ample, and will tend to check in a great degree the minute vibrations to which all railroad bridges are unavoidably subjected. The usual method has been adopted to allow the whole structure to contract and expand with the changes of temperature. One end of it rests upon turned rollers of gun iron, between two large planned plates of the same material, while the other end is made fast to the masonry. The great obliquity which we have mentioned of the angle between the line of this bridge and that of its supports, although rendering the mechanical arrangement of the parts a matter of some study, is not without its advantages if we compare it with a right angle bridge of the same span; for it gives opportunity to attach the beams laterally to the abutments, and thereby not only preserve their vertical position, but check, in a very efficient manner, their vibration.

It may be still a question whether such a thorough and expensive structure as this is "economical" in this country, when a substantial timber bridge can be had for about half the money or a lattice iron bridge for about 80 per cent. of the cost of this. Yet the question of insurance against fire and the enormous loss from the interruption of the traffic of such a throughfare as the Worcester road for even a single day by the burning of a bridge, are items of no small importance, compared with a wooden structure, while the great rigidity of this form of beam renders it much more lasting and secure than any kind of iron frame work for *railroad* bridging. At any rate, the traveling public will be glad to see all railroad companies, in removing their bridges, follow this praiseworthy example. —*Boston Advertiser.*

Bank of England.

The following is a summary of the position of the Bank of England, the average price of wheat, the price of consols, and the rate of continental exchanges, at the close of November, 1860, compared with the same period in 1850 and 1857:

	1850	1857.	1860.
Circulation.	£20,407,000	£22,285,800	£21,438,000
Pub.depos's	8,240,800	5,433,800	5,804,000
Other dep's	9,385,500	13,959,100	12,603,700
Gov. securit.	15,228,900	6,407,100	9,490,200
Other secur.	11,320,500	30,299,200	20,310,500
Not's & coin	11,073,600	1,552,000	7,130,500
Coin & bul'n	16,175,000	6,484,000	13,314,800
Bank rate of discount.	2½ per ct.	10 per ct.	6 per ct.
Price of consols..	97	89¼	93⅜
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Boston, Nov. 24, 1860. tf

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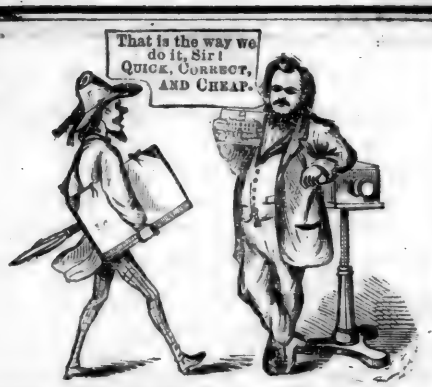
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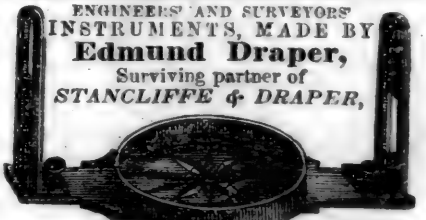
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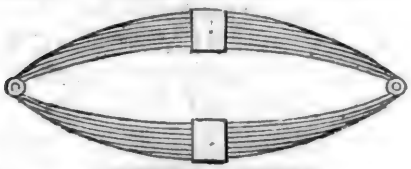
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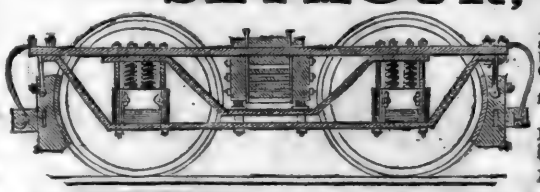
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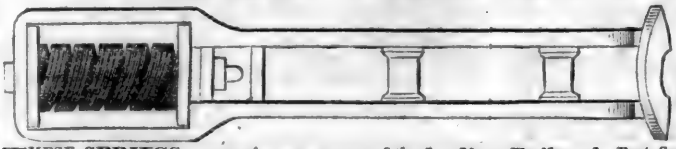
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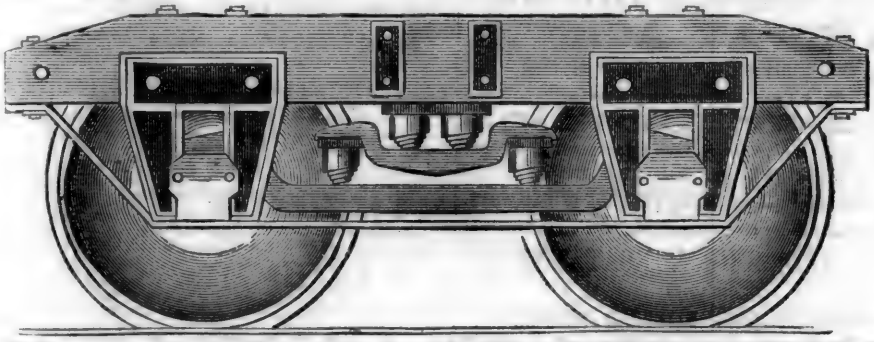
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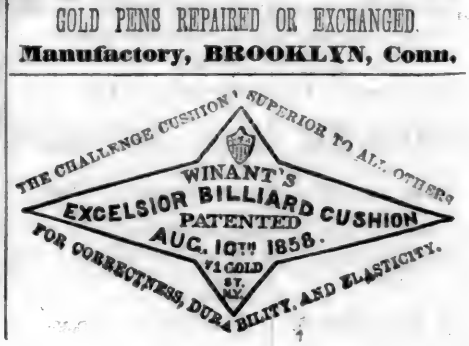
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PRINCIPAL CONTENTS.

Vicksburg, Shreveport and Texas Railroad . 1101
Pittsburg and Connellsville Railroad. 1102
Georgia Railroad and Banking Company 1103
Debt of Arkansas. 1103
Blake's Stone Breaker. 1104
Rock Island Bridge. 1105
Mississippi and Tennessee Railroad 1105
Share and Money Market. 1112
Ottawa Ship Canal 1113
New York and Erie Railroad 1113
Abandonment of road by Companies: Nature of Railroad Franchises: rights of the Public. 1113

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, December 15, 1860.

Vicksburg, Shreveport and Texas Railroad.

The time for closing the fiscal year of this company has been changed from the 26th, to the 1st of September. The late report of the Directors, therefore, covers a period only of about eleven months. At the commencement of this period, as stated in their previous report, the cars were running to Quebec, on the Tensas river, 27 miles, and the contractors were at work laying down the rails, and daily extending the line of the road towards Monroe. There were ten or twelve miles of clearing and grubbing, and about 80,000 yards of earthwork to be done to complete the grading of the eastern division; but the work was so far in advance of the track-laying as not to delay the progress of the road. A moderate force had also been employed upon the western division. The company had on hand rails, chairs and spikes sufficient to lay seven miles of track; and had purchased 5,250 tons of rails, with chairs to match, sufficient to complete the road to Monroe, and lay the track across the parish of Caddo, from Red river to its junction with the Southern Pacific Railroad at the Texas State line. After the adjournment of the annual meeting in 1859, the force was increased until the number of hands employed amounted to about six hundred. At the close of the past fiscal year there were more than five hundred at work on the road. All the materials above referred to, as having been purchased, had arrived in New Orleans, and 2,685 tons of rails, with chairs and spikes to lay them down had been delivered upon the line of the road, viz: 1,500 tons at Monroe, 443 tons at Shreveport, and 742 tons at De Soto. In addition to which, 167 tons had been shipped up Bœuf river, and was awaiting a rise of the water, a few miles below the crossing of the road.

During the period embraced in the last report 27¾ miles of track have been laid, viz: 4¾ miles at Shreveport, 8¼ miles at Monroe, and 14¾ miles in extension of the track previously laid from De Soto, and carrying it about 3 miles west of Delhi, leaving 26 miles of track to be laid in order to connect the two roads, and bring the cars to Monroe. This gave altogether 53¾ miles of finished road on the 1st of September last, and the contractors were still engaged in laying down the iron at both ends of the eastern division. The bridges over the Tensas and Bayou Macon were so far completed as to admit of the cars making daily trips to Delhi. These bridges are good and substantial, as are those across Joe's Bayou and Cow Bayou and all the other intermediate trestling put up during the past year. The contractors have such a force employed in putting up the bridging between Delhi and Bœuf river, as they think will not delay the track-laying. The bridge across Clew Cape, between Monroe and Bœuf River, is nearly finished. The sub-contractors have also a force engaged in hewing and sawing timber, and driving the piles for the Lafourche Swamp bridge. They are confident they will have their bridging all done before Christmas. In the mean time the iron will be laid down between Lafourche and Bœuf river. As there is plenty of time to lay the track, and to erect the bridge over Bœuf River, there seems to be eno reason why the road may not be completed to Monroe within one week from the time the bridging is finished across Lafourche Swamp, as that will be sufficient time to lay the track over the bridge.

About 75,000 cubic yards of earth work will complete the grading of the Western division.—There has been expended upon this division (charging it with a fair proportion of the expenses of the road) $299,788 40. Of this sum the parish of Caddo has contributed $99,612 48, the citizens of Shreveport $20,906 67, and individuals $19,999 12. The citizens of Shreveport and the parish of Caddo still owe on their subscriptions more than $30,000. The means to meet the expenditures on this division have been made up as follows:

Contributed by the citizens of Caddo Parish and the City of Shreveport	$140,518 81
Stock and bonds paid to contractors	80,001 40
State bonds proportioned to that division	35,596 04
Balance of interest and discount on cash loaned	2,951 43
Proportional part of cash on sales of land	1,470 26
House rent	535 90
Advanced by the eastern division	38,715 06
	$299,788 40

The following is a statement of the amount expended within the period embraced in this report:

For work done and materials furnished, including iron and rolling stock	$482,602 26
Depot grounds and right of way	11,485 13
Engineering	5,412 96
Salaries	7,100 00
Commissions	2,023 25
Law charges	1,570 34
Land office expenses	2,785 95
Office expenses, printing, etc.	2,029 16
Interest and discount	30,062 66
Total	$545,071 71

These amounts, added to the expenditures previously reported, give the following as the entire amount expended from the commencement of operations to the date of the report:

For construction and materials	$1,403,476 51
Depot grounds and right of way	33,675 37
Engineering	85,697 50
Salaries	40,275 51
Commissions	14,889 40
Law charges	12,261 20
Land office expenses	5,962 55
Office expenses, printing, etc.	14,851 24
Interest and discount and coupons paid	51,602 23
	$1,662,691 51
Bills receivable	24,858 57
Cash	23,269 22
Total	$1,710,819 30

The entire amount received by the company from commencement of operations to the close of their last fiscal year is as follows:

Individual subscriptions		$173,749 84
Less reduction of tax		24,398 35
		$149,351 49
Contractors paid on their subscription		356,874 12
State of Louisiana on its "		241,000 00
Parish of Madison " "		94,758 85
Parish of Caddo " "		99,612 44
City of Shreveport " "		20,906 67
City of Vicksburg " "		20,512 40
Land sold, rent, voluntary subscriptions, etc.		32,713 41
Bonds earned by contractors		129,969 30
Cash due contractors		37,685 93
Bonds sold for cash		119,000 00
Bills payable		52,333 33
Due on purchase of iron		56,101 36
		$1,710,819 30

The means of the company for prosecuting the work to completion is as follows:

Individual subscriptions		$291,550 16
Less amount supposed uncollectable		125,000 00
		$166,550 16
Parish of Madison, payable in cash		7,169 41
" Caddo "		18,000 00
City of Shreveport "		9,093 33
" Vicksburg "		79,487 60
State of Louisiana " bonds		454,000 00
Contractors' subscription		1,460,965 00
First mortgage bonds.	$2,000,000 00	
Less am't disposed of.	269,969 30	
		1,730,030 70
Cash assets	$48,127 79	
Less bills renewable	15,615 83	
		32,511 96
Capital stock unsold	$416,718 53	
Sale of which will complete the State's subscription	105,000 00	
		512,718 53
Total		$4,479,526 69

The first mortgage bonds of the company are included in the above statement, and the amount of the notes held for lands sold deducted. The estimated value of the lands unsold are omitted, because, according to the stipulations of the mortgage, the entire proceeds of the sales of the land must be faithfully applied to the redemption of the bonds until the whole issue is cancelled; and although the estimated value of the lands is considerably more than the amount of the bonds, the surplus cannot be made available in the construction of the road, as it is the policy of the company to build it in advance of the sales. Should no more stock be sold, the resources of the company will be:

Am't due upon stock subscriptions		$2,195,265 50
Bonds remaining in hands of the company		1,730,030 70
Cash and cash assets		82,511 96
		$3,957,808 16

The estimated outlay required to finish the road, exclusively of interest and discount on bonds, and exclusive of the bridge across Red River, is for—

The Western Division	$160,000 00
Eastern "	300,000 00
Middle "	2,862,000 00
Total	$3,322,000 00
To which add present indebtedness,	146,120 62
Balance	489,687 54
Total	$3,957,808 16

This balance will be more than sufficient to cover the discount, and pay the interest upon the bonds until the 1st of March, 1864, after which the revenues of the road may be safely relied upon for this purpose. About $530,000 of the bonds remaining unsold will be taken by the contractors at par, and a large amount will be cancelled to release the mortgage for lands which shall be sold, leaving less than a million of bonds to be sold at a discount. The assets of the company consist of—

Stock subscriptions unpaid		$2,195,265 50
Bonds unsold		1,730,030 70
Capital stock unsold		521,718 53
350,000 acres of land unsold		2,800,000 00
Construction, work done and materials furnished		1,403,476 57
Engineering, salary and general accounts		259,215 00
Cash and bills receivable		48,127 79
		$8,957,834 03

Its liabilities are:

Capital stock		$4,000,000 00
2,000 first mort. bonds	$2,000,000	
Less cancelled for lands sold	21,000	
		1,979,000 00
		$5,979,000 00

During the past year the company have received from the Commissioner of the General Land Office a clear list for 353,000 acres of the lands granted by Congress to aid in building the road, leaving about 120,000 acres suspended for future decisions. The company have disposed of 4,797.37 acres of land for the aggregate sum of $30,818 47; of this amount, $13,143 62 was paid in cash, and $17,175 85 in mortgage notes running one, two and three years, and bearing 8 per cent interest. The prices have ranged from $2 50 to $20 per acre. About 719 acres were sold at the minimum price, under a special resolution of the board of directors, in relief of persons, who, having entered it in good faith in the Government office, had their entries cancelled because of some informality. Deducting this from the aggregate sales, will leave 4,078 acres sold for $28,519 37—being an average of $7 per acre. Had the above lands, which were sold for $2 50 per acre have brought their fair value, the sales would have averaged over $10 per acre, notwithstanding they were all sold in advance of the finished road.

The progress of construction of this road has necessarily been slow, on account of the difficulty of transporting materials to the points required. But the directors seem to have manifested a great degree of energy and prudence, and to have exhibited a singular regard to the best interests of the stockholders. This road will be an important link in the great chain of roads that will ultimately connect the Atlantic with the Pacific oceans. From Vicksburg, eastward, the Southern (Miss.) Road is being successfully prosecuted, soon to establish a connection between the Atlantic Ocean and the Mississippi river, while the Vicksburg, Shreveport and Texas road will connect the same river with the Pacific line. The directors and officers for the current year are as follows:

President—CHARLES G. YOUNG.

Directors—David Faulk, J. C. Cummings, Jas. H. Stevens, F. P. Stubbs, H. M. Bry, C. H. Morrison. C. H. Dabbs, John Ray, and Charles G. Young of Ouachita; C. H. Manlove, of Vicksburg; D. M. Pugh, of Madison; John W. Webb, of Morehouse; S. P. Gee, of Claiborne; W. M. Burns of Bossier; and L. M. Nutt, of Caddo.

Treasurer.—JOSEPH F. MCGUIRE.

Secretary—O. D. STILLMAN.

Chief Engineer—J. W. GREEN.

Pittsburg and Connellsville Railroad.

The fiscal year of this company ended November 30th. According to the report of the directors recently issued, the gross revenue for the year from operations of the 48 miles of road between Turtle Creek and Connellsville has been...$80,553
And the expenses.. 59,511

Leaving as net revenue $21,042

—which has been expended upon the new road, machinery and buildings and in the liquidation of outstanding claims for right of way, &c. The new road referred to, is about one mile east of Connellsville, and connecting with the Fayette County Railroad, opened to Uniontown in January last.

During the year the company have paid off $107,681 of their floating debt, which is now reduced to $67,869, from $788,863, which it was in 1856, at the commencement of the present administration of the Company's affairs. The existing debt, (which embraces all but interest over due on the funded debt,) is secured by collaterals which will liquidate it before long. The total expenditures of the company to the 31st of October of this year, upon construction and equipment, have been $1,564,016 between Turtle Creek and Connellsville, $218,925 between Connellsville and Cumberland, and $183,749 between Turtle Creek and Pittsburg, making a grand total of $1,866,690. The report says:

The new road between Pittsburg and Turtle Creek is progressing towards completion, and, although delayed by sundry causes, will be opened, it is expected, early next Spring to the Company's depot, between Try and Grant streets, on the river bank. The business and revenue of the road are increasing in a satisfactory ratio. The increase over last year is forty per cent., while that of last year over the preceding was but 19 per cent. A much larger addition is expected after the extension into the city, for which parties engaged in the coal and coke, and other mineral trades, are preparing. The country along the Youghiogheny valley traveled by the road is rapidly settling, and local freight and passengers increasing. The road has been worked more cheaply than last year, notwithstanding a fire which destroyed the engine house and shops at Connellsville, and damaged several engines. The number of miles run by engines has been 113,775, or 16,751 more than last year, and the cost per mile—the true criterion of economy—has been fifty-three and one-tenth cents against fifty-seven and thirty-three one-hundredth cents. Thus forty per cent more revenue has been earned with only seventeen and one-third more service performed, and that at a proportional cost of about seven per cent. less. This economy must increase as the road is lengthened towards Cumberland, the business enlarges, and the general or fixed expenses become relatively less. But one train has been off the track during the year, and that caused by the fall of a rock immediately before it, and no passenger has been injured.

The net revenue this year is 25 per cent. of the gross—last year, but 10 per cent. The local trade is encouraged by low rates, and is being steadily developed by them, and will be still more when the road is finished into Pittsburg. The prospects of the Company are encouraging, although no move eastward from Connelsville can

be made until the road is completed at this end. The Baltimore and Ohio Railroad Company continues to manifest a warm interest in the line, and will, no doubt lend it effective aid in due time. New York may also tender assistance to complete an independent line from near Cumberland to Harrisburg, recently surveyed with favorable results.

The Company closes its report by invoking the aid of Pittsburg for an early opening of their road into that city; to accomplish which, they require to dispose of the residue of their First Mortgage Bonds, of which but about ten per cent. of the whole amount now remains to be placed, in order to insure that object.

Georgia Railroad and Banking Company.

The earnings of this road for the fiscal year ending March 31, 1860, were:

From passengers		$412,307 90
" freight		702,376 75
" mail		44,503 57
		$1,159,188 22
And the expenses were:		
Conducting transport'n.	$143,838 83	
Maintenance of motive power	188,495 00	
Maintenance of way	149,468 28	
" cars	59,691 71	
	$541,493 62	
Relaying iron, outfit, etc.	89,651 03	
		$631,144 65
Net from road operations		$528,043 57
Receipts through bank for discount, interest, premium and rent	$104,124 97	
Dividends on stock	147,406 00	
	$251,530 97	
Less commissions, salaries, interest on b'nds, taxes, incidental expenses, etc	56,556 10	
		$194,974 87
Net from all sources		723,018 44
Add reserved fund		740,846 03
Total		$1,463,864 47
From these profits two dividends have been decl'd of $4 per share each		332,480 00
To credit of reserved fund 31st Mar.		$1,131,384 47
Compared with the preceding year the gross earnings show an increase of		4,567 14
The expenses an increase of		20,886 70
Making the decrease in net earnings		$16,319 56

The comparatively large increase in the expenses of working is mainly due to the expenditures for relaying iron, outfit, etc., during the year having exceeded those of the preceding year by $30,362 95. The transportation expenses proper show a decrease of $3,476 25.

It will be seen that the earnings have slightly increased over those of the preceding year. Even this result is more favorable than was anticipated by the board. A heavy loss in *travel* was anticipated from increased competition north, and especially by the completion of the line through Virginia. On the contrary, the falling off has been in *freights* to the amount of $53,178 01, while the receipts from travel have *increased* $57,745 15. It is feared, however, that the apprehended reduction in income has only been averted by temporary causes. The increase in travel is attributed to "an unusually large emigration from the more Northern Slave States, stimulated by occurrences in Virginia which are sufficiently well known." The up freights were also "better sustained than anticipated by unusually large purchasers in Charleston by southern and western merchants." A statement referring to the elements of income, with the comparative increase and decrease, is annexed to the report, from which it appears that though the local business of the road is in a prosperous condition, the through business is at several points declining, owing to the increased competition of rival lines, and the want of sufficient steamers in connection with the Georgia line. The report says:

Competition for our Through Business is continually increasing by the progress and completion of rival lines, and the question is forced upon us, whether we should not do *something* to protect and preserve our business by improved connections and extensions. The Virginia line has been completed, and threatens to compete for freight, as well as travel, and the Charleston and Savannah Railroad is also complete, and will affect our travel and perhaps freight also, to some extent. A Road is also progressing from Griffin, by way of Newnan, to North Alabama, and an extension from Eatonton to Madison is proposed and provided for. Thus pressed in upon the South, cut off on the West, met at both termini, and threatened at the centre, it is time to think of adding strength to our position, that we may, at least, preserve the business that remains to us and if possible obtain indemnity for what has been lost. The Board would not encourage any measure in a spirit of rivalry to other interests, but would earnestly urge the consideration of the best means of preserving our own.

The location of the eastern *terminus* of the Western and Atlantic Railroad, fixed at an early day the direction of our main line as a part of the system of Georgia improvements. The want of extensions and more direct connections *West and South-west*, was felt at an early day, and an effort was made so early as 1836, through "The Middle Branch Railroad," to supply this obvious want. For various reasons—the most important of which has been the want of means, and for a portion of the time, *the want of chartered power*—these extensions so important to the permanent prosperity and safety of our enterprise, have been heretofore neglected. The company is now in a position of decided strength, the necessary charters are now in force, and it is believed very liberal co-operation may be obtained from the citizens, and others equally interested with ourselves. Whether some effort should not be made to secure this important object by the offer of material aid, is deemed well worthy of the serious consideration of the Stockholders.

Applications have been made through Committees for aid to Roads from Warrenton to Macon, from Madison to Barnsville, from Covington to Griffin, from Atlanta to Jacksonville, and from Marietta to Jacksonville. All these routes have their advocates, and all have their merits, more or less. Upon the great importance of some of them to our enterprise, it is presumed there will be no difference of opinion among the Stockholders. *All* of them we can scarcely expect, but some one or more of them, the Board deem very essential, to secure the permanent prosperity of our Road, and the interests connected with it.

It will be seen that the profits of the Banking Department continue to increase, and the Stock investments of the Company are also improving. The Nashville and Chattanooga Railroad paid dividends the last year at the rate of 6 per cent. and it is hoped that rate of dividend may be continued hereafter. It shoul d be mentioned, however, that the large item of "dividend on stocks" is not reliable as an estimate for *regular* income from this source, as it includes a *bonus* on the Stock of the Atlanta and West Point Railroad at 30 per cent.

The following is a general statement of the affairs of the company March 31, 1860:

	Dr.
Capital stock	$4,156,000 00
Bonds of the company	312,500 00
Income from earnings of the road	1,142,516 67
Reserved fund	740,846 03
Discount, interest, rent, etc.	104,124 97
Dividends on stock	147,406 00
" unpaid	25,846 34
Due corporations and agents	135,408 98
Deposits	289,114 16
Circulation	1,069,579 90
	$8,123,343 05
	Cr.
Cost of road and outfit	$4,156,000 00
Conducting transportation	680,939 65
Salaries, office expenses, etc.	33,880 45
Interest and taxes	28,487 20
Real estate, etc.	163,408 66
Materials on hand	152,798 89
Stock in other roads	952,150 00
Bonds of other companies	51,500 00
Discounted notes and domestic bills	549,295 00
Bills of exchange	642,887 85
Assessments on stock unsettled	335 50
Due by banks, corporations and agents	73,185 94
Notes of other banks	159,851 00
Specie	528,620 91
	$8,123,343 05

The officers and directors elected April 12, 1860, are as follows:

President—John P. King.

Directors—John Bones, Jas. S. Hamilton, Wm. M. D'Antignac, Asbury Hull, George T. Jackson, Richard Peters, Ferdinand Phinizy. John Cunningham, George W. Evans, William D. Conyers, James W. Davies, Elijah E. Jones, Antoine Poullain, Benjamin H. Warren, Massillon P. Stovall, Edward R. Ware.

Superintendent—George Yonge.

Cashier—J. Milligan.

Debt of Arkansas.

The amount of outstanding debt on account of the Bank of the State of Arkansas, is $1,098,717 50; and the liability of the State for bonds sold by the Real Estate Bank and interest due on them was $1,654,825 28 on the 1st day of October. There is beside an additional liablity for principal and interest up to the 1st day of October, 1860 of $267,405 71, on account of the $121,336 59, borrowed by the bank on the 7th of September, 1860, upon the 500 bonds of the State, which the bank, in violation of law, hypothecated to the 'North American Trust and Banking Company of New York. This company sold the bonds, and placed them beyond the control of the State. The whole value of property taxed to the State in the year 1852, was $42,900,080, and the increase during the subsequent eight years has amounted about $100,000,000. There remained in the Treasury on the 1st of October, for ordinary expenses, $304,106 98 in gold and silver. An appropriation of $130,000 out of the five per cent. fund accruing from the sales of public lands, is recommended for the completion of the Memphis and Little Rock Railroad, and of the Mississippi, Ouachita and Red River Railroad.

American Railway Inventions in Europe.

Joints for Railway Bars or Rails.—Patentee, George S. Avery, of Cross River N. Y.—About a foot of the end of one rail is bent outside of the adjoining rail, the latter having its end cut off at an angle of about 45 deg., so as to prevent any openings between the ends of the rails and thus obviate the jar.

Railways.—Patetnee, George W. R. Bayley, of Brashear, La. This invention relates to a peculiarly formed reversible rail, and the mode of securing and bracing it.—*Scientific American*

BLAKE'S STONE BREAKER.

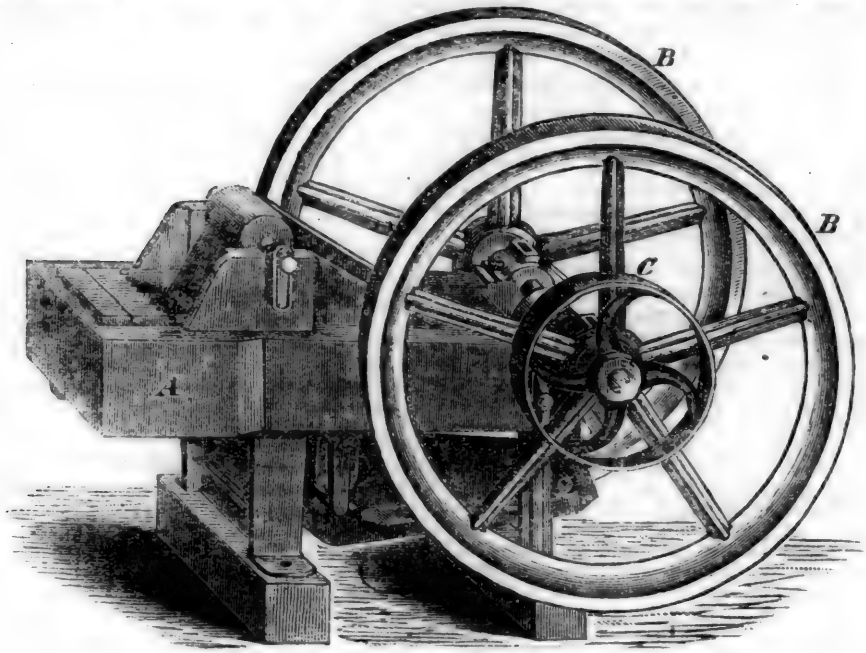


Figure 1.

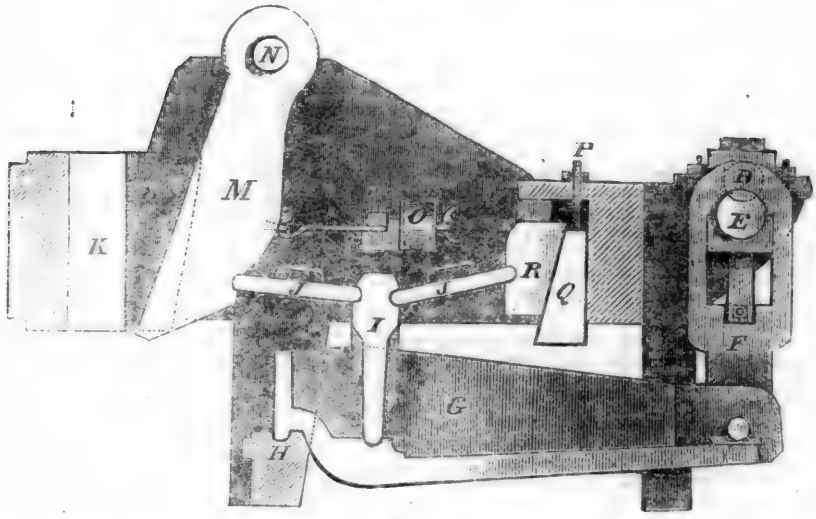


Figure 2.

We give in connection herewith cuts of a new and very valuable machine designed for breaking or crushing stone or ores of various kinds, of which the following is a brief description:

Figure 1 is a perspective view of the machine entire. The *Frame*, A, which receives and supports all the other parts, is cast in one piece, with feet to stand upon the floor or on timbers. These feet are provided with holes for bolts by which it may be fastened down if desired; but this is unnecessary, as its own weight gives it all the stability it requires. B B are *Fly wheels* on a shaft, which has its bearings on the frame, and which, between these bearings, is formed into a short crank. C is a *Pully* on the same shaft, to receive a belt from a steam engine or other driver.

Figure 2 shows a side view or elevation of the other parts of the machine in place, as they would be presented to view by removing one side of the frame. The parts of this figure which are shaded by diagonal lines, are sections of those parts of the frame which connect its two sides, and which are supposed to be cut asunder, in order to remove one side and present the other parts to view. The dotted circle D is a section of the fly-wheel shaft; and the circle E is a section of the crank. F is a *Pitman* or connecting rod which connects the crank with the *Lever* G. This lever has its fulcrum on the frame at H. A *Vertical* piece, I, stands upon the lever, against the top of which piece the *Toggles* JJ have their bearings, forming an elbow or toggle joint. K is the *Fixed Jaw* against which the stones are crushed. This is bedded in zinc against the end of the frame, and held back to its place by *Cheeks* L that fit in recesses in the interior of the frame on each side. M is the *Movable Jaw*. This is supported by the round bar of iron N, which passes freely through it and forms the pivot upon which it vibrates. O is a *Spring* of India rubber, which is compressed by the forward movement of the jaw and aids its return.

Every revolution of the crank causes the lower end of the movable jaw to advance toward the fixed jaw about ¼ of an inch and return. Hence, if a stone be dropped in between the convergent faces of the jaws, it will be broken by the next succeeding bite; the resulting fragments will then fall lower down and be broken again, and so on until they are made small enough to pass out at the bottom. The readiness with which the hardest stones yield at one to the influence of this gentle and quite movement and melt down into small fragments, surprises and astonishes every one who witnesses the operation of the machine.

It will be seen that the distance between the jaws at the bottom, limits the size of the fragments. This distance, and consequently the size of the fragments, may be regulated at pleasure. A variation to the extent of ⅝ of an inch may be made by turning the screw nut P, which raises or lowers the *Wedge* Q, and moves the *Toggle block* R forward or back. Further variations may be made by substituting for the toggles JJ, or either of them, others that are longer or shorter; extra toggles of different lengths being furnished for this purpose.

The machine has been thoroughly tried, two of them having been constantly at work at the new reservoir for a year past, in crushing the vast quantity of stone required for lining the great basin, for concrete, roads, etc., etc.

The quantity of stone a machine will break per hour depends upon the distance between the jaws at the bottom; second, the width of the jaws; third, the number of revolutions per minute; fourth, the power applied. The power required to break a given quantity per hour will also vary with the hardness of the stone. The 15 inch machine, with the jaws set at 1¼ inches asunder, driven by a 12 horse power, making 200 revolutions per minute, will break from 5 to 8 cubic yards per hour of the hardest stones into fine road-metal. The 10 inch machine will do two-thirds as much with two-thirds the power.

Another excellence of the machine is the superior quality of its works. For concrete, a cubic yard of stone requires about one-third *less* of cement than stone broken by the hammer, for the reason, that the stone broken by the machine packs closer. The harder the stone, the greater the quantity the machine will break, as the product runs off more freely.

We regard this as one of the most valuable inventions of the day, from the vast number of uses to which it can be applied—the construction of all kinds of roads; the supplying of material for hydraulic works and concrete of all kinds; the crushing of ores, coal, etc., etc. It can be furnished at very low cost, and has been so thoroughly tested, that its value is fully demonstrated. It is not liable to get out of order, and the only portions subject to any considerable wear are the *jaws* which are made of cast iron with *chilled* surfaces and which can be readily replaced.

The machine can be taken to pieces, and packed so as to be conveniently transported to any portion of the country.

The weight of the 15 inch machine is about 8,100 lbs., and of the 10 inch, 5,800 lbs. When taken to pieces for transportation, the heaviest piece of the 15 inch machine weighs about 3,400 lbs., and of the 10 inch 2,300 lbs. The extreme length of the 15 inch machine is 7 feet 8 inches; width, 4 ft. 6 in.; height to top of wheels, 5 ft.

The manufacturers and patentees are BLAKE BROTHERS, New Haven, Connecticut, to whom orders may be addressed. Messrs. FAIRCHILD, WALKER & Co., 229 Broadway, N. Y., contractors on the new reservoir in New York, are prepared to contract for breaking stone for roads, or other purposes, in all parts of the country.

Reference relative to the working of the machine may be made to J. H. SCHULTZ & Co., *Railroad Journal Office*, No. 9 Spruce st., N. Y.

Railroad Earnings.

The following is an abstract of the operations of the Ohio and Mississippi Railroad for October:

Balance from September account		$36,623 94
RECEIPTS.		
From express freight earnings of September	$1,959 36	
From pass'ger earnings from Sept. to October	18,251 69	
From freight do.	13,163 01	
		33,374 06
From passenger earnings on October account	45,399 46	
From freight do.	33,270 50	
		78,769 96
From General Post Office, for mail pay to 30th Sept.		10,856 25
From other sources		1,601 16
		$161,225 37
DISBURSEMENTS.		
Charges advanced on acc't with other roads	$4,564 69	
Advances of former months	15,000 00	
Interest and discount	1,160 15	
Office and other expenses	1,286 54	
Paid on account 1st mortgage conpons due July 1, 1858	35 00	
Do. July 1, 1859	21,385 00	
Do. January 1, 1860	630 00	
Do. July 1, 1860	21,875 00	
On acc't of October current expenses	6,751 66	
On acc't of former arrearages	1,838 80	
Current operat'g expenses, and construction work for September	69,211 27	
		143,738 11
Balance carried to November acc't		$17,487 26

The following is a statement of the earnings of the St. Louis, Alton and Chicago Railroad for the month of November:—

Passengers	$28,325 95
Freight	42,516 88
Mails and express	3,362 33
Total	$74,205 16
Corresponding period in 1859	76,040 00
Decrease in 1860	$1,834 84

The Michigan Southern and Northern Indiana road earned in November as follows:

	1859.	1860.
Passengers	$65,795	$71,193
Freight	111,274	132,226
Mails, etc.	9,430	7,680
Total	$186,195	$211,199
Increase in 1860		$24,925

The receipts of the Grand Trunk Railway of Canada, for the week ending December 1, 1860, were $75,033 14
Corresponding week, 1859 68,483 21
Increase $6,549 93
Total traffic from July 1, 1860 $1,525,655 45
Do. for same period last y. 1,141,462 93
Increase $384,192 52

The net receipts of the same month for the last three years were as follows:

1857	$75,265 10
1858	83,221 46
1859	85,784 80

The receipts of the Cleveland and Toledo Railroad for November, 1860, were $83,574
November, 1859 76,904
Increase $7,270

The following is the Illinois Central Railroad Company's statement for November, 1860:

Land Department.

11,376 94 acres sold for		$187,314 31
60,216 37 " "	since Jan. 1	986,215 38
1,237,260 55 " "	previously,	15,735,837 02
1,297,476 92 " "	Total	$16,722,052 40
Bonds canceled in November		$56,500 00
" " previously		1,668,000 00
Total bonds canceled		$1,724,500 00
Cash receipts in November, 1860		99,845 37
Total since Jan. 1		695,968 80
Total cash and bonds received to November 30, 1860		$4,003,396 70

NOTE.—Cash receipts in October applicable to cancellation of Construction Bonds, $56,272 07; applicable to Free Land Fund, $8,132 12; applicable to Interest Fund, $27,691 82; miscellaneous accounts, $7,749 36.

Traffic Department.

Total receipts for November, 1860	$242,945 90
Do. do. 1859	235,670 83
Increase	$7,275 07
Total receipts since Jan. 1, 1860	$2,428,296 16
Do. correspond'g period, '59	1,909,096 57
Increase	$519,199 59

The earnings of the Toledo and Wabash Road for November, 1859 and 1860, were as follows:

November, 1860	$77,599 32
" 1859	81,872 17
Decrease	$4,272 85

The November earnings of the Michigan Central Railroad were:

November, 1860	$196,182 17
" 1859	181,617 19
Increase	$14,565 08

The receipts of the Grand Trunk Railway of Canada for the week ending November 24, 1860, was $78,423 59
Corresponding week last year 63,182 79
Increase $15,240 80
Tot. traffic from July 1, 1860, to date $1,450,622 31
Corresponding period, 1859 1,072,979 72
Increase $377,642 59

The following statement exhibits the earnings of the Milwaukee and Mississippi Railroad for November, in comparison with the earnings for the corresponding month of last year:

	1860.	1859.
Freight	$69,683 01	$67,937 77
Passengers	15,475 58	16,497 73
Rents and Mails	3,356 88	1,835 42
Total	$88,515 47	$86,270 92
Increase		$2,244 55

The following are the earnings of the Great Western Railway of Canada for the week ending November 30, 1860:

Passengers	$18,602 87
Freight and live stock	20,424 29
Mails and sundries	1,515 57
Total	$40,542 73
Corresponding week of last year	38,527 85
Increase	$2,014 38

The earnings of the Chicago and Rock Island Railroad in November were $88,657 30
November, 1859 99,329 58
Decrease $10,671 28

The earnings of the Chicago and Northwestern Railroad for November, 1860, were $79,529 54
November, 1859 48,503 94
Increase in 1860 $31,025 60

The earnings of the Chicago, Burlington and Quincy Railroad Line in November, were:

	1859.	1860.
Freight	$115,438 71	$112,086 00
Passengers	46,402 46	43,738 70
Mails and miscellan's,	8,950 00	2,741 66
Total	$170,791 77	$158,566 36
Increase in 1860		$12 825 41

The net receipts of the New York and Harlem Railroad for November are as follows:—

1859	$85,784 80
1860	99,460 54
Increase	$13 675 74

Rock Island Bridge.

The trial of J. W. Bissell for an alleged conspiracy to burn this Bridge was to have been commenced in the Recorder's Court of Cook County, Illinois, on the 10th inst. This bridge, says the Chicago *Tribune*, is a link in the great East and West thoroughfare, connecting the Rock Island Railroad with the Mississippi and Missouri road, and completing the line of uninterrupted communication between the interior of Iowa and the Northwestern Lakes. Our readers are aware of the long pending litigation, set on foot by St. Louis and the steamboat interest against this bridge. That case is now in the Supreme Court of the United States after having passed through the U. S. District Courts both of Illinois and Iowa. The interests involved are of great magnitude, and upon the final decision depends the construction or abandonment of numerous contemplated railroad bridges across navigable streams in various parts of the country. These facts give increased interest to the trial of the alleged conspiracy case, about to take place in this city.

Mississippi and Tennessee Railroad.

The City Council of Memphis, Tenn., have refused to authorize a vote of her citizens to be taken on the proposition to sell the bonds held by the city in this road for $125,000. The city will, therefore, retain its $250,000 of bonds. There remains but eleven miles of this road to be completed, when it will reach its terminus at Grenada, and form a portion of the direct road from Memphis to New Orleans. It is contemplated to allow the Mississippi and the Ohio lines of road to unite, by laying a track along the landing. When that is completed a direct route will exist from New Orleans through Memphis to Cairo, where the Illinois Central starts from and gives connection with the Ohio and Mississippi, with Cincinnati and Chicago, and all the great Western, Northern and Eastern roads.

Connellsville Railroad.

The trestle work of the Connellsville Railroad over Turtle Creek has been completed. The work extends over a distance of nearly half a mile, and is built in the most substantial manner.

Lock Haven and Tyrone Railroad.

This road was sold at public auction in Philadelphia on the 27th ult., under a decree of the Supreme Court of Pennsylvania, for $51,000. A considerable portion of the road is graded.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,356	*	—	877,953	563,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	.....	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.0	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,026	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.5	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	.....
31 Dec. '59	340.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	802,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	.....	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	.....	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	720,000	—	1,585,366	22.5	.....	270,293	143,787	—	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,509	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	904,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	130
31 Dec. '59	74.0	—	.....	11	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	98,730	2,564,623	120.0	.....	289,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,320	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	—	—	—	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	7	5	106	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,000	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,063,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	.....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,865	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	20.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	121	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	419,036	265,827	8	125
.. .. '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	109
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	609,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,684	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	109.8	16.2	—	18	22	291	South Western	3,770,425	*	—	2,921,960	396,500	19,913	3,822,913	228.8	.....	.....	388,855	15	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by		State.		138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	—	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	930	Chic., Burlington and Quincy	6,067,928	1,400,993	711,359	4,631,540	3,158,000	179,060	8,701,822	210.0	.....	1,233,708	453,141	—	64
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,369	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,650	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	47
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	.....	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,005	6,026,400	3,783,015	292,466	10,500,617	326.5	808,231	1,547,561	620,528	4	62½
.. .. '57	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,074,214	3,247,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	58
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	*	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,389	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	61,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,856	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	29.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	895,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,238	—	.....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,456	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,667	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	55,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.5	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Muse.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.6	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold 1,1869,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.6	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.6	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	.....	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	.....				Louisville and Frankfort	1,375,259	126,735	6,540	741,069	456,519	.....	1,662,740	65.6	.....	270,653	121,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,996	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*V. O. Opelousas and Gr. West'n*	3,332,948	862,201	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	208.0	.....	763,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	200,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	123,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	94½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	57¾
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,678	337,648	7	106½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	—	699,152	343,915	—	70
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	10.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,459	6	100
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N. L.	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	56,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,532	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,356	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,465	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,200	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.6	107,478	246,798	106,317	—	13
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	880,148	8	111½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,938	144,270	—	.....
-- --	--	—	--	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	--	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	234.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	48
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13
-- --	--	—	--	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,120	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	894,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	—	—	—	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	--	—	--	--	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	53½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	97½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,166	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	45
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	133
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	104
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,868	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,000	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	40.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	39
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	12
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	74
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,768	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	29
30 Sep. '59	130.8	2.1	30.9	—	33	98	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,855	358,792	—	13
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	430,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,128	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b.Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	90.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	695,000	65,683	2,249,183	96.8	219,280	382,994	154,752	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	—	—	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	823,009	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,795	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	166,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	C nc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	82,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	.....
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,502	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,092	4	9
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	24
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,600	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,486	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	80
31 Dec. '58	173.8	21.6	.....	—	53	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,230,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.9	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,394	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	496,228	4,407,764	119.0	.....	337,257	90,438	—	.....
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	78
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900.000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84.017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	29.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	.....	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & F.	.....	.....	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,136	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	.....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,999,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	74
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	—	.....	Phila. Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	33½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,079	8,468,513	—	11 mos.	1,036,168	427,456	—	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
30 Nov. '58	43.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	6.0	60.0	.....	60,488	.....	—	—
30 Nov. '58	467.5	—	56.2	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,567,779	1,785,182	91,100	6,266,278	8,895,457	1,885,147	17,269,419	467.5	1,859,083	1,935,988	674,655	—	4	—
30 Sep. '58	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '58	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,255,700	54.0	.....	.....	.....	.....	—	.....
30 Sep. '58	9.2	15.2	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,156	.....	.....	573,616	24.5	.....	34,501	29,604	31	.....	.....
30 Nov. '58	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,447	33.0	.....	99,227	54,582	.....	.....	.....
31 Dec. '58	143.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,566,920	4,369,070	861,271	10,162,863	148.0	.....	.....	.....	.....	—	.....
30 Nov. '58	29.0	6.5	31.9	—	8	3	127	Tioga	703,349	85,592	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,097	6	.....	.....
30 Sep. '58	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,695	74,077	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	—	.....
31 Mar. '58	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,975	161,272	4,148,920	.....	.....	191,970	99,308	—	1	.....
								RHODE ISLAND.														
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....	.....
30 Nov. '58	13.0	—	0.5	—	—	3	5	Providence, Warren & Bristol	424,698	1,588	—	287,917	109,937	33,139	.....	13.6	23,514	23,005	1,278	.....	.....	.....
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	861,615	34,372	250,000	706,365	196,266	197,905	1,099,536	51.9	.....	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	288,268	151,586	6	.....	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	40.3	.....	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,600	345,546	2,919,554	164.5	.....	341,190	126,571	.....	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,250	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,739	32.0	.....	27,568	8,527	—	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	955,745	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,193,130	374,000	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	—	.....
								TENNESSEE.														
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	335,204	612,000	60,900	.....	30.6	29,845	9,359	7,486	—	.....	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	396,407	.....	130.3	150,142	297,806	3 149,167	—	.....	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,092	129,264	3,899,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	208,721	740,000	.....	.....	.....	.....	.....	.....	—	.....	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	708,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	.....	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	55,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....	.....
1859.....	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....	.....
1859.....	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,955	87,243	—	.....	.....
1859.....	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....	.....
								TEXAS, (*all aided by State*).														
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	—	.....
.. .. '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,840	196,568	—	.....	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	.....	—	.....
								VERMONT.														
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	860,000	.....	.....	90.7	98,856	102,122	82,001	—	.....	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,223,376	3,145,001	1,013,764	6,292,141	119.6	395,762	354,285	81,561	—	.....	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,688	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,292	702,271	115,676	—	.....	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	72	.....
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	383,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,868	—	.....	.....
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Peteraburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,352	—	.....	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,710,229	.....	.....	103.5	345,427	248,004	loss	—	.....	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.0	.....	288,297	157,572	—	.....	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,560	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,300	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	77	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,885	643,960	96,826	.....	78.6	159,931	279,945	145,385	7	80	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,856	.....	43.5	1,058,054	163,753	79,585	6	64	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,936	1,639,648	80.0	.....	240,446	121,053	7	.....	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,885,729	527,181	—	3,132,445	1,485,240	43,005	8,816,522	185.0	304,195	652,405	282,696	4	59	.....
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,253,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....	.....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,078	*	23,304	1,000,000	600,000	246,365	1,908,556	40.0	74,243	159,456	82,182	—	.....	.....
.. .. '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	84	.....
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121.401	.....	—	.....	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	273,964	81,045	—	.....	.....
.. .. '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Val.	.....	—	.....	.....
								FOREIGN COMPANIES.														
								CANADA.														
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,834,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	383,213	.....	.....	—	.....	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12	.....
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,155	—	46,954,261	761.0	2049,997	1,069,219	4,000	6	38	.....
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,000	.....	.....	3	.....	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....	.....
.. .. '59	85.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....	.....
.. .. '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....	.....
								NEW BRUNSWICK.														
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,256	938,749	60 0	.....	.....	.....	—	.....	.....
								NOVA SCOTIA.														
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....	.....
								NEW GRANADA.														
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,200,160	12	1 12	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	80
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60) :				
1st Mortgage convertible	791,000	7	1863	58
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅞ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Steri'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	94
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	40
2d Mortgage	2,000,000	---	------	16
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	84
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,600	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	80
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	80
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	68
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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***Columbus, Piqua and Indiana :**				
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Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	300,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
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----------	----------	†	------	----
Dayton and Michigan (1 Ap.'60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	45
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1881	90
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee :				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	700,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	82
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	60
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1860	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	100
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	87
Illinois Central :				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	84
Construction	4,115,000	6	1875	86½
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	82
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60) :				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
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Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		14
2d Land Grant (Western Div.)	353,600	†		14
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	84
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	353,000	4		
Domestic	928,617		59-'82	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1890	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		90
1st Mortgage (convertible)	500,000	8		95
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,331,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		97
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	85
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	64
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	62
1st Mortgage (convertible)	650,000	8†	1863	62
1st Mortgage (convertible)	1,250,000	8†	1877	62
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	43
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	574,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		

Description.	Amount.	Interest.	Due.	Price.
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Stonington:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	95
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	90½
Premium Consolidated Stock	8,000,000	6	1883	90½
Real Estate	221,000	6	1883	90½
New Convertible	3,000,000	7	1854	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	95
2d Mortgage	4,000,000	7	1859	88
3d Mortgage (convertible)	6,000,000	7	1871	80
4th Mortgage (convertible)	3,729,000	7	1880	73
5th Mortgage	1,277,000	7	1883	91½
Unsecured (convertible)	2,618,000	7	1871	48
Unsecured (convertible)	2,443,000	7	1862	48
Sinking Fund	2,193,000	7	1875	48
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	92
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1868	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				

Description.	Amount.	Interest.	Due.	Price.
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	401,378	6		92
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,500,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	166,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	105,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1852-'70-'75)	595,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,289,000	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	71
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,920	6	1860	
Mortgage Loan	1,666,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
McKeesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	4,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,220,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	500,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	55,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	82
2d Mortgage (convertible)	2,000,000	7†	'68-'70	55
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	65
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
*Vermont Central:				
1st Mortgage	----------	---	------	10⅔
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	208,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	25,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1866	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (All'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ----	----------	---	------	----
---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Dec. 12, 1860.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12
FEDERAL STOCKS:—						
U. S. 5s, 1874	----	----	90½	90	----	89
U. S. 5s, 1865	90	92	----	92	----	----
STATE STOCKS:—						
California 7s	----	88	----	88	----	----
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	100	99	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	65½	62½	64	63	65	66
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	79	----	----	80	----	----
Ohio 6s, 1860	----	97	----	----	----	----
Tennessee 6s, 1890	71	64	66	66	68	71
Virginia 6s	76	74	75	73	75	78
RAILROAD SHARES:—						
Chicago, Burl. and Q.	63	60	61	60	64	----
Chicago and Rock Isl.	48¾	46	43	44	46	47
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	115	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	20½	20½	20	21	22½	24
Del., Lack. and West.	----	----	----	70	----	----
Galena and Chicago	59	58	59	60	61	62½
Hudson River	38	36	37	36	37	39
Illinois Central (scrip)	52	52	54	54½	57	58
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	45	42	43½	43	46	48
M. S. and N. I. guar'd	25	24	26	25½	27	28
M. S. and N. I.	12½	10½	11	12	12½	13
Milwaukee and Miss.	----	7½	7½	7½	7½	8½
New Jersey Central	----	----	----	----	----	----
New York Central	71	69	71	72	73½	74
New York and Erie	25	24	24	24	24½	29
N. York and Harlem	12½	12½	12½	12½	13	13
N. Y. and H. "pref."	30	27	27½	27	31	32
Panama	108	107	108½	109	111	----
Phila. and Reading	31½	30	30½	30½	33	33
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	40	44	----	----	----	40
" " 2d M.	----	----	----	----	----	16
" " S. F.	74	----	----	73	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	----	----	----	----	65
D.L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	95
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	59	55	53	53	53	60
Hudson R. 1M. 7p.c. '69	102	----	----	----	101	100
" 2M. 7p.c. '60	----	----	----	----	----	----
" 3M. 7p.c. '75	80	----	----	80	----	----
Illinois Centr. 7 p.c. '75	84	83	82½	----	84	84
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S.F. 8p.c. '82	----	90	90	91½	----	90
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	46	----	----	----	----	----
" " S. F. 68	----	----	----	65	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	70	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	90½	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '59	----	----	----	----	88	----
" 3 M. 7 p.c. '71	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	69	----	73
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	90	----	----	----	----	85
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	90	----	87	87½	----	98
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	100	----	----	----	98	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	6
MISCELLANEOUS:—						
Del. and Hud. C. Co.	83	----	----	80	82	82½
Cumberland Coal Co.	8	8	----	----	8	----
Penn'a Coal Co.	----	75	----	----	----	----
Pacific Mail S. S. Co.	78	75	78	75½	79	79½
Canton	14	14	----	----	----	----
Brooklyn Water W's	100	----	----	----	----	----

The following are the closing prices in the London Market on the 24th November:

United States 5 p. c. red. '74	93½	to	94
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	85	to	87
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	76	to	78
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	88	to	89
Do. do. 1st mortgage (sinking fund), 1882	92	to	94
Do. $100 shares	58	to	60
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	66	to	71
Do. $100 shares	18	to	22
New York Central, 6 per cent. (sinking fund) 1883	86	to	87
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	94	to	96
Do. $100 shares	76	to	78
New York and Erie 1st mortgage 7 per cent. 1867	91	to	92
Do. 2d mortgage, 1859	88½	to	89½
Do. 3d do. 1883, assented	80	to	82
Do. Bonds, 1862, '71, '75 do.	65	to	70
Do. Shares, assented	39	to	40
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	91
Do. 2d mort. 6 per cent. sterling	91	to	93
Do. $50 shares	39	to	41
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, December 15, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

There has been a much better feeling the latter part of the present week, and a very considerable improvement in the Share Market. There is evidently a strong re-actionary movement going on throughout the Southern States. Conservative men of influence and character are everywhere moving. A more powerful element is the immense pecuniary loss and distress already sustained, and which must be aggrevated to a ten-fold degree by an actual rupture of the Government. The tie of interest is the only one that can hold the country together, and we still believe this to be too strong to be broken. If sufficient time could be gained for reflection and deliberation, we believe that everything would yet end well. The news from Europe is much more favorable than was expected. Gold is coming from England in considerable quantities, which will have the effect to place the exchanges between the two countries on a more satisfactory footing. We shall probably gain a further relief by becoming habituated to the political questions, that have caused such a disturbance. We are, however, by no means at the end of our troubles, and the events of a day may unsettle everything and leave us more doubtful than ever at the prospects of the future.

Tredegar Works.

The Richmond *Dispatch* says: "At the TREDEGAR WORKS, in this city, are two handsome and powerful locomotives, just being completed for some of the Southern railroads, and will be shipped in the course of a few days. One of these engines is to run in and out of Charleston, S. C."

Platte County Railroad

The track on the Platte County Railroad, south of this city, is nearly completed to Iatan. A number of hands are busily engaged in putting down the iron, and as soon as the cars commence running to that point, the company's boats will stop there instead of coming as far up as Atchison. —*St. Louis News.*

Ottawa Ship Canal.

It is well known that the attention of both the British and Canadian Governments has for some time past been directed to the subject of opening a new route of commerce between the St. Lawrence and the upper Lakes by way of the Ottawa river, and Lake Nipissingue and its outlet, French river, to Georgian Bay.

We have now before us a copy of the report of the survey of this route by Thomas C. Clarke, Esq., Engineer for the Government of Canada, which contains a minute description of the route, and of the works necessary to be executed, with estimates of cost, etc., etc.

The route commences at Montreal, follows up the Ottawa, to Mattawan river, a distance of 315.87 miles; thence up the Mattawan to the summit between the Ottawa, and Lake Nipissingue, 16.22 miles; thence across the Summit to the mouth of Lake Nipissingue 51.15 miles. Thence by the French river to Lake Superior 47.52 miles, making the whole length of the improvement 430.76 miles, of which 20.82 miles will be the *Lachine* Canal already constructed. The work, or improvement is to consist of a series of dams, locks and canals, and slackwater navigation. The following table will give the length of such canals and navigable basins; the number of locks; lift of same, with the estimated cost of each.

	Distances.		Levels.		
	Rivers and Lakes.	Canals.	No. of Locks	Feet Lockage	Cost.
Lachine Canal	....	8.50	5	43.75	Not est'd
Lake St. Louis	13.31	....	-	....	Do.
Saint Annes	....	1.19	1	1.00	469,672
Lake of Two Mountains	24.70	....	-	....	.....
Carillon to Greenville	7.73	5.00	7	58.50	1,649,909
Green Shoals	....	.10	-	....	136,105
Ottawa River	55.97	....	-	....	.....
Chaudiere and des Chenes	3.75	2.61	6	63.00	816,733
Des Chenes Lake	26.69	....	-	....	.....
Chats	1.70	.60	5	50.00	681,932
Chats Lake	19.28	....	-	....	.....
Snow's to Black Falls	13.32	1.05	11	104.00	1,258,840
River and Lake Coulonge	24.93	....	-	....	262,514
Chapeau and l'Islet	4.85	.14	2	18.00	243,507
Deep River	33.58	....	-	....	.....
Joachim's to Mattawan	51.74	2.26	14	148.20	1,757,658
River Mattawan	16.22	1.08	11	144.00	1,162,154
Summit level and cut	51.15	5.97	--	....	2,160,369
French River	47.52	0.82	7	77.00	886,117
Add engineering and superintendence	....	....	-	....	574,175
	401.44	29.32	64	685.70	12,057,680

These estimates are, exclusive of the Lachine Canal, 20.82 miles of Canals, and are equal to $579,134 per mile of Canal. But the cost of the whole navigation, from St. Annes to Lake Huron, 408.76 miles, is but a trifle under $29,500 per mile.

The locks are to be 250 feet wide, with 12 feet depth of water. The canals 13 feet deep, with a width at bottom of from 100 to 146 feet. The locks and canals will pass the largest propellers navigating the Lakes, which have a capacity of about 900 tons. These propellers have an average length of nearly 200 feet, with about 31 feet beam, and a draft of about 11 feet.

The improvement when completed will be a series of navigable pools, connected by locks and short canals. For such, the Ottawa is peculiarly fitted. It has a very uniform flow of water, while the bed of the river is well adapted to the construction of the dams, which, in almost every instance will rest on the solid rock.

The summit between Lake Nipissingue and the waters flowing into the Ottawa will be fed from that Lake, the waters of which, for this purpose, will be raised 9.46 feet by a dam. The Summit section is expensive, but the fact that it can be fed from Lake Nipissingue is an interesting illustration of the topography of the country bordering the great Lakes. The Summit between Georgian Bay and the Ottawa is the only 47 feet above the former. On the South, the Summit between Lake Michigan and the Illinois river is only 8 feet; Lake Superior being some 12 feet higher than this Summit. The great Lakes thus occupy the crest of the great interior plain of the continent, and might with a comparatively slight expense be turned into the Gulf of Mexico, instead of being precipitated over the Falls of Niagara.

The saving in distance by the proposed route between Montreal and Chicago, over that through Lake Erie is 342 miles. The former is made up of 575 miles Lake navigation; 406.74 miles of inland, (river), and 29.62 miles of Canal, making a total distance of 1,005.76 miles. Upon this route there would be 69 locks having a lift of 709.45 ft., and a descent, by current, of 21.4 feet,—making a total rise and fall of 730.85 feet. Upon the Lake Erie route, the Lake navigation would be 1,145 miles; inland, (river), 134 miles; canals, 69 miles; total 1,348 miles. There are upon this route 54 locks, having an aggregate lift of 534.75 feet. The descent by current is 26.5 feet, making the total rise and fall, 561.25 feet.

The improvement of the Ottawa for its local traffic, is a matter of considerable importance. There would seem to be sufficient reason for opening this route, considering its low cost, for the Lake trade. We presume, however, that the work will not, at present, be attempted. The Canadas are in an unsettled state, as well as ourselves. Assuming this improvement would take the trade of the Lakes Michigan and Superior, and a portion of Huron, an equal amount would be withdrawn from the St. Lawrence Canals, by which, what would be gained on the one hand would be lost on the other. The Canadian Government, however, probably proceed on the assumption that the new route would command a large portion of the Lake trade which now seeks its outlets through the public works of the United States. If the proposed Caughnawaga improvement, by which Lake Champlain and the St. Lawrence would be united by a canal of large dimensions, should be completed, a large diversion by way of Montreal might be effected. Without this, we doubt whether it could be done.

There is no country in the world, the natural configuration of which invites to the construction of artificial works on a grand scale, as Canada, and by no people have works of greater magnitude, in comparison to their numbers and wealth, been constructed. They have not proved productive, but the incidental benefits resulting from them have been vastly greater than their cost. Such very probably would be the case with the proposed Ottawa improvement.

The surveys appear to have been executed, in an able and thorough manner, by the Engineer for the Government, Mr. Clarke, assisted by Thos. E. Blackwell, Esq., well known in the United States as an accomplished and skilful engineer. Detailed estimates are given for each class of work. The report contains a great amount of information in reference to the topography of the country traversed, and upon the general subject to which it relates, and is a valuable document for every person interested in this, or in kindred subjects.

New York and Erie Railroad.

Mr. Nathaniel Marsh, the Receiver of the New York and Erie Railroad Company, has filed his reports in the mortgage suits against the said company. The following table will show the receipts and disbursements:

Joseph Walker et al., Trustees, agt. The New York and Erie Railroad Company, (2d, 3d, 4th and 5th mortgage suits).

	Receipts.	Disbursements.
Aug. 30	$604,928 50	$522,181 85
Sept. 30	728,715 33	659,471 95

James Brown et al., agt. The New York and Erie Railroad Co. (4th and 5th mortgage suits).

Sept. 30—Receipts, including balance of last report	$728,715 38
Sept. 30—Disbursements	659,471 95
Oct. 31—Receipts, including balance by last report	978,848 07
Oct. 31—Disbursements	623,868 79
Balance on hand	$355,979 28
Unpaid interest on 2d and 3d mortg.	303,185 00
Available balance	$52,794 28

Journal of Railroad Law.

ABANDONMENT OF ROAD BY COMPANIES: NATURE OF RAILROAD FRANCHISES: RIGHTS OF THE PUBLIC.

A motion was recently made in the New York Supreme Court, by the Attorney General, to restrain the Albany Vermont Railroad Company from removing the iron rails upon some twenty miles of the eastern portion of its road. The company was organized in 1851, under the general railroad act, to construct a railroad from the city of Albany to Eagle Bridge in Rensselaer county. The road was completed and put in operation somewhere about 1853, and was run until September 1859. The railroad was sold under a mortgage foreclosure, on the 19th of September, 1859. The purchaser, with certain associates, on the 6th of October, 1859, organized the road anew, over the same track, by its present name of the Albany and Vermont Railroad Company, but, with the exception of some twenty days, the defendant had not run, or in any manner operated, the eastern portion of its road since that time, and had removed a portion of the iron rail therefrom. On the 12th day of June, 1860, the defendant leased to the Rensselaer and Saratoga Railroad Company, during defendant's corporate existence, that portion of its road lying between the city of Albany, and a point one thousand feet north of its intersection with the Rensselaer and Saratoga road, at an annual rent of twenty thousand dollars, with a clause in the lease, making it void at the option of the lessee, in case any part of the defendant's road, east of the Hudson River, should be operated to carry freight or passengers. This provision applied to the portion of the road in controversy.

It appeared that the defendant's road originally cost over two millions of dollars, more than half

of which was contributed by the citizens of Albany, and that the city in its corporate capacity, advanced $300,000 towards the completion of the road, but that it cost its present owners only about one hundred and sixty thousand dollars; that a responsible offer to hire said road and its property for ten years, at an annual rent of twenty-one thousand dollars, and to keep the same in good running order, was made to defendant before the company made the lease above alluded to. This offer was declined.

It also appeared that parties owning stock in the Rensselaer and Saratoga Company, uniting with stockholders in the Troy and Boston Company, or that the friends of those roads, in April, 1860, purchased a majority of defendant's stock, and therefore controlled the defendant's road, and under their direction the lease was made to the Rensselaer and Saratoga road, and the track on the eastern portion of defendant's road was directed to be taken up.

In this way a transhipment of freights was made necessary to cross the river at Albany, and a large increase of expense thereby necessarily incurred.

The following is the opinion of the Court upon the foregoing facts:

PECKHAM J. The complaint herein, on behalf of the People, asks for an injunction, and also prays that the defendant may be compelled, by the decree of this court, to put its road into repair as to its eastern portion, and to operate the same. This case is novel in this country, and by no means free from difficulties.

By the present arrangement, the main purpose for which the defendant's road was orginally constructed, is destroyed. Yet if no law has been violated, the remedy is not with the court.

It is insisted that the defendant has a right to abandon any portion of its road whenever it chooses, and the public is without remedy; that there is no imperative direction by any statute requiring its continued operation—hence, that this court has no power to compel defendant to repair its road. The defendant has failed to find any statute authorizing a railroad company, absolutely at its pleasure, to abandon part of its road; and I am not aware of any common-law or inherent right to do so after the road is completed.

Railroads are constructed for the public use. They are authorized to go over and occupy and own the land of any citizen, against his will, thus exercising the right of eminent domain on the sole ground that such road is for the public use and benefit. In some cases, lands are donated to them to aid in their construction. If they are for the public use, it would seem rational that the public should have some rights in respect to them after their construction.

It is laid down as a general principle, that there is an implied obligation on the part of the grantees of all franchises to execute the conditions and duties prescribed in the grant; the grantee of the franchise of a ferry "is obliged to provide and maintain facilities for accommodating the public at all times with prompt and convenient passage," the public have an interest in such franchise.

The statute provides that every railroad "shall start and run their cars for the transportation of passengers and property at regular times, to be fixed by public notice;" and shall take, transport, and discharge such passengers and property on the due payment of the freight or fare legally authorized therefor, and shall be liable to the party aggrieved in an action for damages, for any neglect or refusal in the premises.

This provision seems to be plain and imperative. Railroads are common carriers in this State, and it is their duty to be ready and prepared, at all reasonable times, to transport freight and passengers.

Suppose a road, without necessity, ceases to run over a portion of its track for a week, or a month, would that be any answer to an action for not transporting freight tendered for transportation? I think not. Would it be any better answer for the road to say it had concluded not to carry freight over that portion of the road any more at all? If not, then this proceeding to tear up its rails, and to abandon transporting of persons and property on its eastern portion, is a violation of its duty and its charter.

Abandoning a portion of a road after large business interests have grown up in connection therewith, to further other rival interests of roads or communities, must operate disastrously and oppressively; and if done without authority, there should be, and I think there is, a remedy in the courts to see that it is not done without imperious necessity.

If the obligation of the defendant be conceded, to continue the operation of its road, I do not understand the high power of the court to prevent the defendant, by injunction, from depriving itself of the power of fulfilling its chartered obligations, in that respect to be seriously contested.

I think the power of the court is sustained both by principle and authority. I will refer to a single case in the Court of the King's Bench, in England (Rex against the Severn and Wye Rail Railroad Company, 2 Barin & Ald., 646). The railroad company, in view of favoring a particular colliery, discontinued a branch of their road, and took up the iron thereon—the chief owners in the road having become interested in the favored colliery. The court, in application, unanimously granted a mandamus against the company to compel them to relay and operate their road. BEST, J., after alluding to speculators obtaining charters from Parliament under the idea of great public benefits, adds, "and where their sanction is obtained, is it to be permitted to those persons to say that they will do only that which is beneficial to themselves, and disregarding entirely the interests of the public?"

It is urged here that the court should not interfere, because any one now has the right to make a road along the track proposed to be abandoned, under the general railroad act. The Legislature had the power to grant that right to any one prior to the passage of the general law, so that the principle is unchanged. Since the decision of the Supreme Court of the United States in the case of the Charles River Bridge Company *vs.* the Warren Bridge, the power of the Legislature on this subject has been unquestioned. Again, it is insisted that the defendant cannot operate its whole road without loss, and without endangering its solvency. If that were so, I should not interfere; no court would be justified in doing so; but I am not satisfied that such is the fact. There is great difference in the statements on this subject by the parties; and a decided impression is left upon my mind, that the motive for abandonment is not apprehension of loss to the owners so far as respects this road.

The proposition to lease and run the whole road for $21,000 per annum, seems to have failed to command any attention from the defendant, though it would have paid a large interest upon the present owner's investment.

It seems to me the public interest demands the running of this branch of the road.

The owners thought so in October last, and so declared, in their articles of association organizing the road anew. It is said that a large portion of the rails will have to be removed in any event, even with the view of putting the road in order for operation. This I have no doubt is the fact, and the injunction should restrain the removal only of that portion not indispensably necessary to repair and refit the road for operation.

In this modified form, in my opinion, the injunction should be continued, and it is ordered accordingly.

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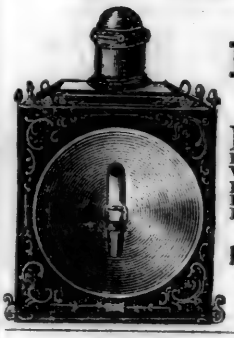
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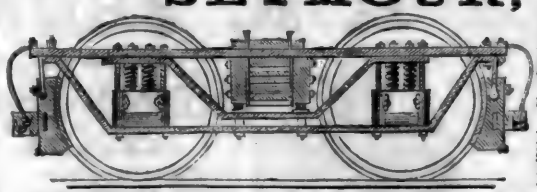
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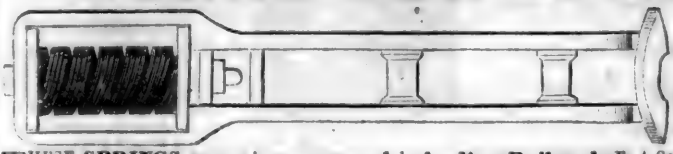
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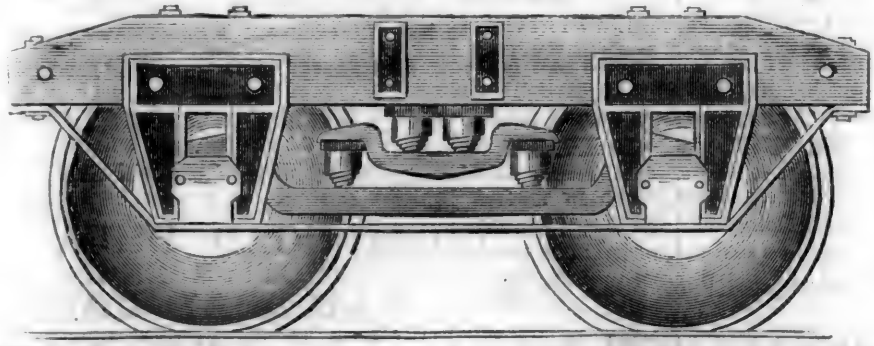
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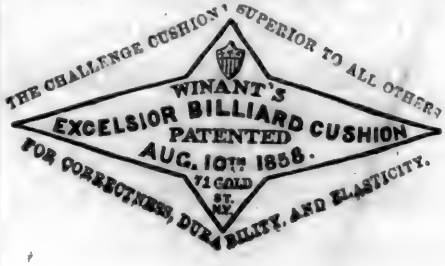
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Missouri River Valley Railroad.....1137, 1121
Wilmington and Weldon Railroad.....1121
New York and Harlem Railroad.....1122
Dayton and Western Railroad.....1122
Vermont Central Railroad.....1124
New York Central Railroad.....1124
Metropolitan (Boston) Horse Railroad.....1125
Richmond and Danville Railroad.....1126
Long Island Railroad.....1126
Contract of sale: Power of Trustees under a Trust Mortgage to sell on time.....1126
Albany and West Stockbridge Railroad.....1127
Steubenville and Indiana Railroad.....1127
Mobile and Great Northern Railroad.....1128
Census of Illinois.....1129
The effect of Political Agitations upon Railroad Enterprises.....1136
Share and Money Market.....1137
Debt of Pennsylvania.....1137
Illinois State Debt.....1137
Alleghany City and County Bonds.....1137
The Census of Pennsylvania.....1138

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, December 22, 1860.

Missouri River Valley Railroad.

At a meeting of the Stockholders of this road held at Richmond, Mo., on the 3d inst., the following persons were elected directors, viz: John Doniphan, of Platte county; James H. Adams, of Clay county; Geo. J. Wasson, Benj. A. Rives, James Hughes, Aaron H. Conrow, and C. T. Garner, of Ray county; Hiram Wilcoxin, James A. Prichard, A. B. Mason, and F. S. Robertson, of Carroll county; Wm. E. Moberly, of Chariton county, and Thomas P. Ruby, of Randolph county.

The board was subsequently organized by the election of Dr. Benj. A. Rives as President. Capt. James A. Prichard was chosen Vice-President; C. P. Reeves, Secretary and Treasurer; and George C. Pratte, Chief Engineer.

On motion a committee was appointed to act with the President in negotiating a consolidation of the Missouri Valley Railroad, and the Chariton and Randolph Railroad Companies, and to make the best arrangement that can be made with the North Missouri Road, and report to the Board at the earliest practicable period. The following resolution was adopted:

Resolved, That we will immediately proceed to survey the line from Brunswick to Richmond, or as soon as our Engineer can make his arrangements, to commence the work, and that this Board now make a call of ten per cent. on the private stock subscribed to the road; that the same be payable on or before the 1st of January, 1861; and that the Engineer take obligations for the right of way for said road.

Wilmington and Weldon Railroad.

The twenty-fifth annual meeting of the stockholders in this road was held at Wilmington, N. C., on the 8th of November, at which the annual report of the President and Directors, the Chief Engineer and Superintendent, and other officers were presented. From these we have compiled the following abstract:

The gross earnings for the fiscal year ending September 30, 1860, were:

From through passengers		$133,896 36
" way "		118,347 72
" freights		185,204 44
" mails		48,600 00
" miscellaneous sources		14,161 05
		$500,209 57
And the expenses were:		
Repairs of track	$57,597 85	
" bridges	5,327 15	
" engines	32,936 01	
" cars	14,116 29	
Fuel	15,133 49	
Oil and waste	3,947 70	
Pay of condu's, eng'rs etc.	35,052 23	
Station expenses	25,388 00	
Cost of new engines & cars.	32,736 89	
Salaries of officers	10,158 35	
Miscellaneous	21,321 48	
		253,714 94
Net earnings		$246,494 63
Extraordinary expenses	$71,633 62	
Interest and exchange	54,794 97	
		126,428 59
Balance		$120,066 04

The above extraordinary expenses have been incurred on account of the completion of the permanent way; for increased equipment, new buildings, making wharves, grading streets, etc., about shops in Wilmington—being an increase of the assets of the company, in most cases, and should be carried to account of capital stock.

For the purpose of comparing the expenses of operating the road for the past and previous years, the cost of new rolling stock should be deducted. This in 1859 was $3,990 15, against $32,736 89 in 1860. The difference is $28,746 24; which taken from the expenses of operating, $246,494 63, leaves $224,968 70, against $226,931 22 for 1859.

The total expenditures, exclusive of interest and exchange were $325,348 56; last year they were $242,353 75—being an increase of $81,994 81.

The total receipts were $500,209 57; last year they were $477,554 75—being an increase of $22,654 82.

The decrease in net earnings was, therefore, $59,339 99.

The aggregate receipts and expenditures for a series of years are given below:

	Receipts.	Expenses.
1847	$331,480 20	$140,995 32
1848	317,459 50	180,254 92
1849	310,397 00	148,392 85
1850	422,325 12	171,232 87
1851	497,219 41	154,638 02
1852	510,038 72	173,879 11
1853	568,890 67	200,654 17
1854	482,880 62	288,321 39
1855	441,994 06	268,818 23
1856	475,893 64	273,895 70
1857	491,219 60	295,331 90
1858	444,275 45	248,518 37
1859	477,554 75	242,353 75
1860	500,209 57	325,348 56

The equipment of the road consists of 26 locomotives; 16 first class passenger cars; 11 second class and baggage cars; 80 box, and 50 flat freight cars, and 25 gravel cars. The mileage made by all the trains was 318,701 miles. During the year 1,356 trips were made by passenger trains, with only 12 failures to connect regularly with the great mail lines. There were carried over the road during the year 25,595 through passengers, and 81,051 way passengers. The preceding year the numbers were 27,964 through, and 68,498 way passengers—showing a decrease of 2,469 through, and an increase of 12,553 way passengers.

The receipts from all sources during the year were $683,687 66; and the expenditures $615,-

179 81. Cash on hand, $21,478 85. Bills receivable, and debts due the company from Post office, agents, other companies and railroads, $47,029.

GENERAL STATEMENT.

Capital Stock	$1,340,213 21
" Tarboro' Branch	59,646 70
Mortgage bonds payable in England	443,555 56
Sterling bonds issued in 1858	144,000 00
Bonds endorsed by State of North Carolina	150,000 00
Bills payable	62,135 52
Unpaid dividends	7,146 50
Due on pay rolls, Negro bonds, etc.	55,125 42
Profit and Loss account	896,930 25
	$3,158,753 16
Construction	$2,855,473 41
Cost of 12 Negro Slaves	13,750 00
Bonds of North Carolina	15,867 05
Stock in other companies	107,000 00
Subscription to Ocean and C. F. Steam Navigation Company	12,000 00
Construction Tarboro' branch	71,656 08
Bills receivable and debt due the Company	47,029 00
Counterfeit and uncurrent money	1,120 54
Cash to pay interest	13,378 23
Cash on hand	21,478 85
	$3,158,753 16

President—Hon. Wm. S. Ashe.

Directors—P. K. Dickinson, A. J. De Rosset. J. D. Bellamy, E. P. Hall, Gilbert Potter, W. C, Bettencourt, W. W. Peirce.

Chief Engineer and Sup't—S. L. Fremont.

Sec. and Treasurer—James S. Green.

Master of Machinery—Francis McMillan.

Railroad Decisions.

The case of Charles Hughes *vs.* the Pennsylvania Railroad Company was recently tried at Hollidaysburg, Penn. The plaintiff's claim amounted to $10,000, and was for one hundred tons of railroad iron, taken from the Portage road, and damages. The plaintiff claimed to own it under a purchase made from the State, or the Agent of the State, before the sale of the public works, while the Company lay claim to it under the purchase of the Main Line, in 1857. The jury rendered a verdict for the plaintiff, for $575, the value of ten tons of iron. It is said the company will take the case to the Supreme Court.

A suit was recently tried in the Common Law Court at Memphis, Tenn., by the Memphis and Ohio Railroad Company to secure the subscription of Daniel Hughes, of $5,000, to the capital stock of the road. Hughes resisted paying the subscription on the ground that the road had changed the connection at Bowling Green. Each side was represented by able counsel, and the contest has finally resulted in a decision compelling Hughes to pay the subscription with interest.

The General Term of the Superior Court at Buffalo, N. Y., have decided a case involving the right of a railroad company to affect the rights of individuals by standing its locomotive in front of their premises. The Buffalo *Courier* thus states the case as it appears in the appeal:

Lonergan, respt. *vs.* New York Central Railroad, appl't.—The defendant's freight track crosses Ohio street and terminates in its depot on that street. The plaintiff's house and lot is on that street, opposite the depot, and adjoining the defendant's track. He complained that in the construction of the track the defendant's land was so raised as to throw the water upon his premises, and into his cellar; and, also, that the track at the corner of his house was made a standing place for defendant's locomotives and trains, to his nuisance and damage.

On the trial, evidence being given tending to establish this and other allegations of the complaint, Mr. Justice Clinton charged the jury, among other things, that "if the evidence established that the defendant had made its track by the plaintiff's house a standing place for its engines, whereby the plaintiff was injured in the enjoyment of the house by the steam and noise of the engines whilst standing there; and if it also established that the use of that standing place was unnecessary for the conducting of that business, or that an equally convenient standing place might have been selected on the track in the rear of the plaintiff's house or premises, without so annoying or injuring others; then the defendant was liable in this action, for the damages sustained by the plaintiff, by such use of that portion of the track by his house as a standing place." The plaintiff had a verdict and judgment. *Held*, that the defendant had an absolute, legal right to put any portion of its track to such use. Judgment reversed and a new trial ordered.

New York and Harlem Railroad.

The following is an abstract of the report of this company for the fiscal year ending September, 30, 1860. The report shows a surplus of $40,833 on the year's business after the payment of all charges and interest. This is nearly 3 per cent. on the preferred stock. The present business of the road shows an average gain of over 10 per cent. on the business of that year:

Capital stock, by charter		$8,000,000 00
Stock paid in—		
Common stock	$4,217,100	
Preferred stock	1,500,000	
		5,717,190 00
Funded debt, 1859		5,353,297 21
Do. 1860		5,372,179 21
Mortgage on real estate, not included in above		218,573 35
Outstanding Albany extension certificates		465,000 00
Average rate of interest on debts		7 per cent.
Cost of road and equipment, 1859		8,019,671 19
Cost of road and equipment, 1860		8,022,786 69
Real estate owned by the company,		1,136,849 46
Less mortgage		218,573 35
Albany extension certificates owned by the company		1,535,000 00
Length of main track—New York to Chatham	130.75 miles.	
Length of double track	29.60 "	
Length of branches	2.12 "	
Number of passengers carried—regular	514,303	
No. of do. commuters	253,349	
No. of tons freight carried	153,511	
No. of passengers carried in city cars	3,990,930	
No. of miles run by city cars	564,351	
Expenses of maintaining road, etc., by items:		
Repairs of road-bed, except iron	$127,542 46	
Cost of new iron	36,703 73	
Repairs of building	9,281 60	
New station houses	1,575 00	
Repairs of fences, gates, etc.	1,749 18	
Taxes	20,412 93	
		197,264 90
Expenses of machinery and fixtures		142,814 72
Do. operating the road		369,055 19
Receipts—Passengers	$533,690 83	
Freight	524,410 93	
Other sources	80,349 11	
		1,142,850 87
Payments—Transportat'n	709,134 81	
Interest	392,882 83	
Surplus	40,833 24	
		1,142,850 57

Dayton and Western Railroad.

We have received a copy of the annual report of the president of this company for the fiscal year ending August 31, 1860, from which we learn that the construction account, which is now closed, embracing the cost of the road, machinery, buildings, etc., is $1,025,798 99, being an average for the 38 miles of $26,994 71.

At the date of the report, the accounts for July and August had not been adjusted, but the net earnings for those months had been estimated at $9,569; which, added to the ten preceding months, gives $62,045 12 as the total net income of the company for the year. This amount has been disposed of as follows:

Paid balance due Indiana Central Railroad Company for 1859	$6,702 95
Paid acceptances of 1859	12,000 00
" track repairs, etc. "	8,181 80
Total paid for year ending Aug. 31, '59.	$21,884 75
Interest on 1st and 2d mortgages	27,081 10
" " Mr. Schenck's note	350 00
Paid Col. & Xenia R. R. Co.	525 86
Taxes Montgomery & Prebble counties	1,429 72
Indiana Central R. R. Co.—excess of investment interest	1,643 99
Repairs of buildings and bridges	471 86
Graduation and ditching	337 34
Track repairs	5,240 76
Ties and labor	2,880 24
Total to Aug. 31, 1860	$62,045 12

This road is operated in connection with the Indiana Central Railroad, and receives as its proportion of the net earnings 29 per cent. of the net earnings of both roads.

The amount received, says the report, "would, in previous years, have been sufficient to meet the annual interest upon all our bonds, first, second and third mortgages, also the interest upon the bonds received on loan from the city of Dayton, and left a liberal reserve for the payment of the expenses incident to the repairs of the road. But our road, as is common to all such enterprises, seems to be entering into that phase in which the iron rails, ties and rolling machinery require frequent repair or renewal. * * * The present embarrassments of the company, and which must be considerably extended and felt for some time to come, have their origin in those years when the revenues of the road were too inadequate to meet the expenses of the company, viz: the bond interest and other accounts on which interest was due, and which we were compelled to pay. The only means which could then be resorted to, and which is still pursued, was to anticipate the revenue by means of acceptances drawn against it." Of these, three, amounting in the aggregate to $12,000, the proceeds of which were expended in 1858-9, are included in the above sum of $21,884 75, as properly belonging to that year. The present fiscal year was commenced with outstanding acceptances which will mature during the coming six months, amounting to $31,000, the proceeds of which have been used. There are also unpaid accounts for track repairs and other items, belonging to the previous year, and which the company were unable to meet, amounting to $3,764 96—making $34,764 96 having preference upon the future earnings of the road before all other claims. But, unfavorable as the prospects appear, the company are not without hope that the increased earnings of the road may mitigate their embarrassments, or that some plan may be

devised that shall place their affairs upon a firm basis. The whole road and its machinery was believed to be in good condition for transportation of all the anticipated increase of business during the fall, winter and spring season.

The report of the president, of which the above is an abstract, was referred to a committee with instructions to condense the same for publication, and at the same time report some plan of relief for the company from its financial embarrassments. The report of this committee, dated Nov. 27th, 1860, is before us. It presents a condensed statement of the past, present and prospective business of the road. The general condition of the company at the close of the fiscal year is thus stated:

RESOURCES.

Machine shop, and fixtures	$25,051 73
Engine house	11,508 82
Dayton and N. Paris warehouses	12,644 23
Extension track through Dayton	18,104 50
Dayton depot ground and dwelling	12,378 34
Equipment of road	104,911 91
Road construction, bridges, etc.	919,486 35
	$1,104,085 88

LIABILITIES.

Capital stock	$307,240 26
1st mortgage	300,000 00
2nd "	250,000 00
3rd " sold	109,000 00
Debt to Dayton City	57,000 00
Other liabilities	80,845 62
	$1,104,085 88

In addition to the liabilities on account of 3rd mortgage bonds stated above, there are $41,000, outstanding as collateral to the liabilities of the company, but which will be cancelled on payment of the claims to which they are pledged. In addition to the liabilities stated, there are perhaps $1,500 or $2,000 due for unadjusted claims of right of way, and other matters not brought into account. There should be added to the resources also an estimated balance due on joint running account from Indiana Central Co. $1,873 41
Mad River and Lake Erie Income b'ds. 2,000 00

The tables given by the committee exhibit the total income for the year ending August 31st, 1859 $66,386 50

Ordinary expenses	$56,444 42	
Extraordinary "	7,940 08	
		64,386 50
Income account for year ending Aug. 31st, 1860		62,025 66
Ordinary expenses	$58,460 75	
Extraordinary "	1,691 50	
Balance due D. & W. Co. by joint account	1,823 41	
		62,025 66

The following table presents an estimate of the probable receipts and expenditures for the year ending August 31, 1861.

RECEIPTS.

Dayton & Western Co.'s proportion of net earnings	$65,000 00
Balance due from Indiana Central Co.	1,873 41
	$66,873 41

EXPENDITURES.

Expense account, embracing taxes	$2,500 00
Track repairs and bridges	12,000 00
Cross-ties for renewal	3,000 00
Interest on Haines' debt	490 00
Salaries and contingencies	1,510 00
Interest on first mortgages	21,000 00
Applicable to debt of Company	26,373 41
	$66,873 41

It will be perceived that the foregoing estimate contemplates payment of interest only on the 1st mortgage *bonded* debt and is based on the supposition that the plan for capitalization submitted will be carried out.

Should the foregoing estimate be realized, and the propose plan for liquidating debts be resolved upon, there would still remain after 31st August, 1861, about $7,000 of floating debt chargeable upon the revenues of 1862. Against which, and for contingencies, there would remain undisposed of $19,220 64 of the new stock.

The plan hereafter submitted is based upon the liquidation of all the 3rd mortgage bonds at the rate of 83 per cent., but some modification may be required from the fact that the Cincinnati, Hamilton and Dayton Company holds of those bonds $28,500 given for purchase of track through the city of Dayton, and to secure which, said company holds a first mortgage on our road from Ludlow to Wayne street. Your committee entertains no doubt that the directors of that road will be disposed to act with liberality in the adjustment of their claim. It is also hoped that the several roads entering the city from the east and west, will unite in the ownership of the two tracks through the city, and that by a sale of a portion of our road in the city, we will be able to liquidate the debt to the Cincinnati, Hamilton & Dayton Company.

The table last presented showing an estimate for the year 1861 includes payment of interest on the first mortgage bonds. There would remain unprovided for the following:

2d mort. b'ds.	$350,000 00	Interest.	$17,500 00
3d do.	109,000 00	Do.	7,630 00
City of Dayton	57,000 00	Do.	3,920 00
Other debts	80,845 62	Do.	4,850 70
			$33,900 70
To which surplus, as shown by estimate for 1861, may be applied			26,373 41
Leaving annual deficit			$7,227 29

If no adjustment of the floating debt is made, the above deficit will be increased by sale of 3rd mortgage bonds held as collateral for a portion of the floating debt.

From the foregoing presentation of the affairs of the company, it is apparent that the receipts are inadequate to the requirements of the company, and that were it possible to struggle along, and carry the debts of the company even for years, its condition would grow worse, and end in utter bankruptcy. Your committee can see no means of averting such a catastrophe, but by adopting some plan of capitalization, requiring a voluntary sacrifice from stockholders and every class of creditors. The following plan is proposed:

PLAN OF CAPITALIZATION.

The First mortgage to remain; and by contract with the holders of bonds to continue a debt for not exceeding twenty years, payable at any time, at the pleasure of the company, but payment not to be coerced except after default in paying interest for sixty days. New sheets of coupons to be issued for each bond for the extended time, but the lien of security of such bondholders to be in no manner changed or impaired. In consideration of the advantages that will result to the holders of first mortgage bonds, by cancelling all other debts of the company, including all other mortgages, thereby making their mortgage, a security, safe beyond contingency, and insuring the prompt payment of interest, and the final extinguishment of the bonds, the holder will be required to surrender to the company the coupon due March 1st, 1861, to be cancelled without payment. The plan presented by your committee cannot be carried into effect otherwise; and they feel confident that a greater loss will fall upon the holders of such bonds, should it become necessary to protect their rights by legal proceedings. From the disposition evinced by holders who have been consulted, they are warranted to conclude that this proposition will meet with general approval.

It is proposed that all bonds (except the first mortgage,) and all debts (except one of $7,000, due the Estate of Job. Haines, secured on real estate, and all stock shall be graduated and sunk into a new capital stock, ont exceeding the aggregate $300,000 00, as follows:

$250,000 00 2nd mortgage bonds at 78 cts. on the dollar	$195,000 00
109,000 00 3d mortgage bonds 8,000 00 3d (collateral.	
$117,000 00 counted at face *a* 33 cts. on the dollar	38,610 00
$50,000 00 Debt City of Dayton Old stock collateral 15,381 37 Floating debt	
$65,381 37 at 25c. on the dollar	16,345 34
307,240 26 old st'k at 10c. on the dol.	30,724 02
Stock reserved for contingencies and overlooked debts	19,320 64
Total	$300,000 00

One interest coupon is to be donated by 2d mortgage bondholders being six months interest, and interest on 3d mortgage bonds and floating debt is excluded, and to be sunk by the holders.

The foregoing schedule disposes of all the debts of the company except the following.

Debt to Job. Haines' Estate secured by mortgage on dwelling house and Depot ground, to remain a debt $7,000.

Debt to J. N. C. Schenck, secured by 3d mortgage bonds, chattel mortgage and personal security	$7,000 00
Due Columbus and Xenia Railroad	1,858 60
Track hands estimated	3,764 96
Acceptances outstanding	31,000 00
	$43,623 56
To pay above, we have contribution of 6 months' interest by 1st mortgage bondholders as per schedule	$10,500 00
Estimated surplus for the year 1861	26,373 41
To be paid in reserved stocks or by receipts of 1862	6,750 15
	$43,623 56

Your Committee has not expected to attain entire accuracy, either in the amount of debts due by the company, nor in the assets, as there are several unadjusted claims that may change the estimate here presented, but can in no wise materially effect the result. Having now discharged the duty committed to us, we submit our labors to those interested. We do not expect universal approval. It is an unpleasant task to propose to creditors a surrender of claims that may have cost them the value expressed on their face; but it must be remembered that the value is already sunk, and we only propose a plan to save further sacrifice. The holders of the first mortgage are secure, but if no plan for relieving the company is adopted, their interest must be protected by law. What they are required to contribute to so desirable a result, is a half years interest, which will be less than the costs necessarily to be incurred in protecting their lien on the road, besides, the proposed arrangement if carried into effect, will enhance the market value of their bonds, and provide against any future trouble on their part.

The holders of the second mortgage must submit to the plan proposed, or prepare themselves to protect their interest by the purchase of the Road, and the payment of the first mortgage, and whatever may be the final issue, they will succeed only after warm litigation with creditors and stockholders who will each struggle to save something from the wreck.

It is not assuming too much to say, that the holders of the third mortgage, all unsecured creditors and stockholders, must take the proposed plan, or lose all. If the road goes into liquidation the sacrifices to be made, the cost to be incurred, and the damage arising to the business of the road, will sweep away everything save

the claims of the first, and what may remain for the second mortgage bondholders. If any thing is done, it must be done *now*. Time cannot be given to deliberate. The claims against the company are pressing, and if the creditors and stockholders reject this plan of adjustment, the directors of the company will be compelled to take such measures as shall seem just and expedient, or more likely to be compelled to surrender the Road into the hands of the courts.

If the plan presented shall be adopted, the committee feels confident that the road will at once feel the favorable influences of restored credit, and be enabled by its unimbarrassed position to increase its earnings. The future revenue of the road cannot fail to provide the interest for the remaining bonded debt, and after the first year, pay a fair and certain dividend on the new stock. Should the plan of your committee be adopted and approved by the Board, we recommend an immediate call for a meeting of stockholders and creditors to give assent thereto, and in the mean time we recommend that steps be taken to procure the consent of all interested prior to the time of such called meeting.

The officers and directors elected for the fiscal year commencing September 1, 1860, are:

President.—J. W. KIRK.

Directors.—Valentine Winters, Jonathan Harshman, Robert W. Steele, J. D. Phillips, Henry Herrman, E. F. Drake, Sylvester Brinley, Henry L. Brown, George W. Cass, E. C. Frost, John W. Owens, Richard Green, J. W. Kirk.

Treasurer.—VALENTINE WINTERS.

Secretary—LEONARD MORE, to Nov. 1, 1860.
" W. F. DOGGETT, (bal. of year.)

Vermont Central Railroad.

MEETING OF THE FIRST MORTGAGE BONDHOLDERS.

We copy from the Boston *Journal* the following report of a meeting of the holders of the first mortgage bonds of the Vermont Central Railroad Company, held in that city on the 12th inst. for the purpose of hearing the report of the committee appointed at the meeting held in February last to conduct the law suit in which the bondholders are interested. The meeting was organized by the choice of Mr. Henry Rice of Boston as Chairman, and Estes Howe as Secretary.

Mr. J. W. Emery, from the Committee, made a verbal report of the present condition of the two suits now pending in the courts of Vermont. The first suit was brought for the purpose of imposing the lease and agreement given to secure the same, by the Vermont Central to the Vermont and Canada Railroad, which was that the Vermont Central company should pay to the Vermont and Canada Company eight per cent. on the cost of their road. The Chancellor of Vermont, before whom the suit was pending, had decided that the cost of the Vermont and Canada road was $1,251,227 73, and that the amount of rent due them from the Vermont Central was $616,683 28. This amount is less by $80,000 than the amount claimed by the Vermont and Canada, an amount which accrues to the benefit of the first mortgage bondholders. This suit is now pending in the highest Court in Vermont, and will come up at St. Albans on the 10th of January next.

The second suit is brought by the Trustees of First Mortgage Bondholders, for the foreclosure of their mortgage. This suit is now pending in Chittenden county, Vt. The court referred it to a Master in Chancery, who made a report, and exceptions were filed. A hearing was made last Spring, and the exceptions were overuled. The suit is now pending before the Chancellor, to be heard upon its merits.

A third suit was brought by Mr. Cook and others bondholders, in the Circuit Court of the United States for the district of Vermont, for the purpose of procuring the removal of the Trustees, and for an account. The cause was argued in October last upon the question whether the court had jurisdiction, and a decision is expected soon.

By a report made by the Directors to the stockholders of the Vermont and Canada Railroad, it appears that for the year ending June 30, 1860, the gross earnings of the two roads was $775,568 91; the working expenses, $575,232 98; paid for extraordinary outlays, $72,609 40—leaving the net earnings $127,686 68. From this it was fair to presume that the road might be made to earn enough to pay the rent to the Vermont and Canada and a fair interest on the bonds.

It was for the meeting to consider whether they would prosecute this matter further or abandon it.

After discussion, the following resolution, offered by Mr. Emery was adopted:

Resolved, That the committee be instructed to draw up a paper requesting the trustees of the first mortgage bonds of the Vermont Central Railroad to sell the property and rights mortgaged to them at auction, in the manner prescribed in the mortgage, and to present the same to the bondholders for signature, and to obtain, if possible, the signatures of two-thirds of the holders of said bonds.

New York Central Railroad.

The annual meeting of the stockholders of this company was held at Albany on the 12th instant, at which the following board of directors were chosen for the current year, viz: Erastus Corning, Albany; Dean Richmond, Buffalo; John H. Chedell, Auburn; Livingston Spraker, Palatine; Alonzo C. Paige, Schenectady; Cornelius L. Tracy, Troy; Jacob Gould, Rochester; Nathan'l Thayer, Boston; John V. L. Pruyn, Albany; Charles H. Russell, New York; Henry H. Martin, Albany; Richard M. Blatchford, New York; Hamilton White, Syracuse.

The annual statement of the operations of the company was submitted at the meeting, of which we subjoin the following abstract.

EARNINGS AND RECEIPTS.

From passengers	$2,569,265
From freight	4,095,934
From other sources	292,042
Total	$6,957,241

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:		
For passenger business	$1,665,014	
For freight business	2,613,827	
		$4,278,841
For interest, including interest on debt certificates held for the sinking fund	$985,272	
For sinking funds	115,267	
For rent of Niagara bridge and Canandaigua R. R.	60,000	
		1,160,539
For dividends, viz:		
February, 1860, 3 per cent.	$720,000	
August, 1860, 3 per cent.	720,000	
		1,440,000

SUMMARY *of all Transportation Expenses for the year ending Sept.* 30, 1860, *as shown by the preceding tables.*

	Amount.	Allotted to—Passenger Tranportation.	Freight
Maintain'g roadway and real estate	$1,551,484	$620,584	$930,900
Repairs of machin'y	803,904	328,243	475,661
Operating the road,	1,923,452	716,187	1,207,265
Total	$4,278,840	1,665,014	2,613,826

The cost of road and equipment has been increased during the year $265,381, for superstructure, buildings, and land damages.

COMPARATIVE STATEMENT *of Funded Debt and Capital Stock, on the 30th Sept.*, 1859 *and* 1860:

	1859.	1860.
Debt certificates, less am't held for sinking fund	$7,925,000	$7,745,000
Bonds for convertible loan	3,000,000	3,000,000
Debts of the former companies outstanding	637,737	550,371
Bonds for fund'g the debts of the former companies	1,225,000	1,308,000
Bonds for railroad stocks.	770,000	680,000
Bonds for real estate	195,000	175,000
Bonds to Buffalo and Niagara Falls R. R. Co.	90,000	86,000
Bonds of B. & N. F.R.R.Co.	45,000	35,000
Bond to Telegraph Co.	10,000	.....
Bonds and mortgages	254,034	253,152
Convertible bonds payable in 1876	182,000	500,000
Total amount of funded debt	$14,333,771	$14,332,523
Capital stock	24,000,000	24,000,000
Total amount of funded debt and capital stock.	$38,333,771	$38,332,523

During the last fiscal year, $318,000 of 7 per cent. convertible bonds, payable in 1876, being bonds of the issue representing part of the surplus income of the company heretofore expended for construction, have been disposed of at par, and the amount thus refunded to income account has been re-invested in Lake Propeller Stock.

STATEMENT *of earnings from passenger, freight, and all other sources for the years ending Sept. 30th*, 1853, 1854, 1855, 1856, 1857, 1858, 1859, *and* 1860.

	Passengers.	Freight.	Other Sources.	Total.
1853.	$2,829,668	$1,835,572	$122,279	$4,787,520
1854.	3,151,513	2,479,820	286,999	5,918,384
1855.	3,242,229	3,189,602	131,749	6,563,581
1856.	3,207,378	4,328,041	171,928	7,707,348
1857.	3,147,636	4,559,275	320,338	8,027,251
1858.	2,532,646	3,700,270	295,495	6,528,412
1859.	2,566,369	3,337,148	297,330	6,200,848
1860.	2,569,265	4,095,933	292,042	6,957,241
7 y's.	20,417,039	25,690,093	1,795,884	47,903,017

INCOME ACCOUNT—*For the year ending Sept.* 30, 1860.

To expenses of maintaining and operating road		$4,278,840 81
To coupons and interest		985,272 04
To dividend No. 13, Feb., 1860, 3 per cent.	$720,000 00	
To divid'd No. 14, Aug., 1860, 3 per cent.	720,000 00	
		1,440,000 00
To future income: Amount of one year's contribution to sink'g funds, transferred to Current Income Account:		
Debt certificates	$111,831 50	
Bonds to Buffalo and Niagara Falls R.R.Co.	3,435 00	
		115,266 50
To rent of the Niagara Bridge and Canandaigua R. R.		60,000 00
To balance, Sept. 30, 1860		1,697,012 21
Total		$8,576,391 56
By balance, Sept. 30, 1859		1,619,150 55
By passenger receipts	$2,569,265 18	
By freight "	4,095,933 53	
By mail "	95,765 00	
By miscellaneous "	196,277 35	
		6,957,241 01
Total		$8,576,391 56
By balance, Sept. 30, 1860		1,697,012 21

BALANCE SHEET—*From General Ledger, Sept.* 30, 1860.

		Dr.
Railroad and Equipment		$31,106,094 62
Cash in banks	$70,605 83	
Passenger and freight ag'ts; balances, since remitted	371,749 73	
Buffalo and State Line R. R. Co. stock	567,800 00	
Troy Union R. R. Co. stock	34,700 00	
Hudson River Bridge Co. stock	30,240 00	
Lake Propeller stock	341,591 50	
		964,331 50
Future income; proportion of debt certificates, etc., chargeable to the income of the company, from Sept. 30, 1860, to May 1, 1883		7,831,000 00
Fuel and supplies; surplus beyond $1,000,000		150,933 67
Bills receivable	$50,002 69	
General Post Office Dep.	26,015 58	
Real estate (Buffalo and Niagara F. R. R. Co.)	32,500 00	
Real estate (Oliver Lee & Co.'s Bank)	35,213 88	
		143,732 15
Total		$40,638,447 50
		Cr.
Capital stock		$24,000,000 00
Funded debt Albany and Schenectady Railroad Company		125,000 00
Funded debt Schenectady and Troy Railroad Company		100,000 00
Funded debt Buffalo and Rochester Railroad Company		42,371 60
Funded debt Roch. Lock. and Niag Falls Railroad Company		283,000 00
Funded debt Buffalo and Niagara Falls Railroad Company		35,000 00
Debt certificates		7,745,000 00
Bonds convertible loan		3,000,000 00
Bonds for Railroad stocks		680,000 00
Bonds for real estate		175,000 00
Bonds for funding debts of old co.		1,308,000 00
Bonds to Buffalo and Niagara Falls Railroad Company		86,000 00
Bonds; convertible, due 1876		500,000 00
Bonds and mortgages		253,151 46
		$14,332,523 06
Bills payable		127,375 50
Unclaimed dividends	$ 9,036 80	
Expenses of operating the road; paid in Oct.	144,316 60	
Coupons and interest; accrued to Sept. 30	328,183 33	481,536 78
Income account; bal Sept. 30, 1860.		1,697,012 21
Total		$40,638,447 50

Annexed is the report of the Committee of Stockholders of the New York Central Railroad Company, submitted to the meeting:

The undersigned, members of the Committee appointed by the Stockholders of the New York Central Railroad Company, for the purpose of examining into the accounts and transactions of the said company, and to report thereon, respectfully report that they have devoted themselves to such an examination of the affairs of the company in the general office as they have deemed needful; and a portion of them have personally examined the road and structures during the last month, and they are happy to say, that every facility for a thorough and minute examination of the accounts and mangement of the affairs of the company was afforded by the officers and persons having charge of the various departments.

The accounts of the company have been found to be in the usual good order, and to correspond with the statements in the annual report for the last fiscal year.

This report shows a net income, applicable to dividends, of 6 324-1,000 per cent., and an expenditure, in maintaining and operating the road, of 61 49-100 per cent, of its gross receipts.

These facts will, doubtless, be among the first to engage the attention of the stockholders, as showing a small per centage of net income upon the capital, and a large per centage of expenses, as compared with the receipts. They are, however, in a great degree, the legitimate result of sound policy adopted by this company, and which must eventually be adopted by all railroad companies that have their roads substantially completed, and mean to avoid ultimate bankruptcy, *the policy of treating the construction account as substantially closed.*

During the past year only $265,380 have been charged to construction account, and that amount consists of $61,272 paid for real estate purchased, $75,106 paid for the construction of new engine and car-houses, chiefly on the grounds of the company at West Albany, $127,446 paid for new track toward completing the double track between Syracuse and Rochester, and $1,555 expended on station buildings.

These items we consider fairly chargeable to construction account, if such an account is allowable, being substantial additions to the value of the property. About twelve miles of the new double track have been constructed during the year, which, with side-tracks and turn-outs, amount to about twenty miles of new single track. It is desirable, no doubt, to have this line of double track completed as the means of the company will admit. The expenditure for the construction of the machine-shop at West Albany, as we understand from the engineer, is already mostly made, and it seems to us that the next most pressing necessity of the company is for further accommodations for the freight traffic in the City of Albany.

In regard to the expenses of the last year, it should also be borne in mind that the previous year was one of remarkable depression in the business of the road, necessitating the most limited expenditure, and consequently throwing an increased amount into the business of this year.

We do not ourselves feel competent to say what proportion of the expenditures of this road should bear to its receipts, nor do we believe that this question as to railroads generally can be determined with any degree of accuracy by any statistics as yet furnished. Nearly all the figures we have on the subject are derived from the experience of roads having a construction account, and, where such is the case, they are entirely unreliable, as their accuracy is wholly dependent upon the charges to that account, and we think the experience of this road is beginning to show that a much larger allowance must be made out of the receipts of roads generally, for annual expenses, than has heretofore been thought necessary.

The income of the road from passenger receipts for the last three years had shown but a very inconsiderable variation in amount, while the freight traffic varies in amount from year to year, according to circumstances beyond the control of the company, but has thus far shown, as will be seen by a table annexed, an almost invariable reduction in price.

These considerations seem to us to suggest, with great force, the policy of avoiding all expenditures, except such as can be made from surplus income, and such as, when made, will diminish the annual expenditures to an amount equivalent at least to the interest of their costs.

Under the operation of the sinking funds during the last year there have been extinguished:

Of the debt certificates	$180,000
Of the bonds issued for railroad stock	90,000
Of the bonds issued for real estate	20,000
Of the bonds to stockholders of Buffalo and Niagara Falls Road	4,000

All of which we have examined and found duly cancelled.

Bonds of the old companies have been extinguished as follows:

Of the Albany and Schenectady Co.	$1,000.00
Of the Rochester and Syracuse Co.	65,669.34
Of the Buffalo and Rochester	9,696.31
Of the Rochester, Lockport and Niagara Falls	12,000.00
Of the Buffalo and Niagara Falls	10,000.00
Also bond issued by this company to Telegraph Company	10,000.00
Total	$401,365.65

On the 13th of November, three of your Committee commenced an examination of the track of the road, machine-shops, stations, &c. They found the track in good condition, and the bridging greatly improved; 580 lineal feet of iron superstructure has been substituted for old wood structures, and the remainder of the bridges required for immediate use have been repaired and strengthened, and nearly all have been covered. A considerable expense has been incurred in the substitution of embankment for trestle bridging, which is a permanent improvement.

349,100 cross-ties have been purchased and paid for during the fiscal year, at an average cost of 33 4-10 cents per tie, and most of these have been laid in the track.

This is a fair average of the number of cross-ties required annually for keeping the track in good condition.

The machine-shops were in good order, and the roadway and its management fully up to the standard reported last year; but whether more or less than the requisite number of men were employed to keep in good condition the road and rolling stock of the company, is difficult for the Committee to determine.

A good and substantial elevator has been erected at Buffalo, at a cost of about $80,000 which is of sufficient capacity for storing 500,000 bushels of grain.

Metropolitan (Boston) Horse Railroad.

The annual meeting of this company was held on the 13th inst. The following gentlemen were elected directors: Benjamin Poole, W. J. Reynolds, B. W. Thayer, A. G. Greeley, E. S. Dane, Noah Lincoln, W. H. Hill, Charles Emerson, Dudley H. Bailey.

The President read the annual report of the doings and condition of the corporation. The following is a brief abstract:

The receipts for the year have been—from passengers, $342,928 64; from all other sources, $6,245 41; total, $349,174 05. Of the expenditures, the sum of $15,000 is charged to depreciation, and the other expenses amount to $274,910 98 making a total of $289,910 98, and leaving $59,263 07 as the net earnings. Although there has been an increase in the expenses, the increase in the earnings and receipts has been upon a much larger ratio.

The total indebtedness of the company at the close of the last fiscal year was $102,491 54. This amount has been decreased during the past year as follows: Payment of floating debt, $30,918 65; and of mortgage debt, $5,545 32; total, $36,158-98. The indebtedness at the present time is as follows: Flopting debt, $15,932 73; secured by mortgage on real estate, $50,099 54; total, $66,032 57.

The cost of equipments for the road has been increased $53,988 16. This amount includes the purchase of fourteen new cars, the purchase of land in Brookline for stables, and the erection of a new stable and workshops at Waitt's Mill.

During the year 18,335 feet of new track have been laid, and over 15,500 feet of old track relaid and for the most part repaved. With the exception of a few hundred feet in Eustis street, the entire road, both in its main and branches (now comprising 18 miles and 1,419 feet of single track), is laid throughout with wrought iron rails, and is in good running order and repair. The total increase cost in the extensions and improvements amount to $85,148 77.

In pursuance of a vote of the stockholders, the Directors have leased the Dorchester and Roxbury Railroad for a term of five years from June 1, 1860, at six per cent. on its cost, and reserved the right to purchase the same in the meanwhile if desirable.

The company employs 268 men, 546 horses and 77 cars, and its records show that 182,566 miles were run and 6,410,850 passengers transported. Such care has been exercised that no serious accident has occurred, and the damage occasioned by accidents has been exceedingly small.

Richmond and Danville Railroad.

The annual meeting of the Stockholders of this Company was held in Richmond, on the 12th inst., at which the 13th Annual Report of the Directors was presented. From this we learn that the gross income of the company for the fiscal year ending September 30, 1860, was $560,904 43; and the working expenses $278,575 96, leaving as net earnings $282,328 47. Compared with the previous year, the gross income shows an increase of $6,701 37, with an increase in expenses of $17,361 28, making the decrease in net earnings $10,659 91. The net earnings were 50.33 per cent. of the gross receipts, which is a fraction over 14 per cent. on the capital stock of the company. The increase in receipts from local passengers was less than $1,000, whilst the falling off in receipts from through passengers was near $30,000, making a total loss on passengers of over $29,000—a fact due to the completion of the Orange and Alexandria Railroad to Lynchburg, and its union at that point with the Virginia and Tennessee Railroad, and its whole system of Southern and Southwestern connections.

In outward freight the falling off was about $200; but the increase on inward freight was about $26,000. The increase in intermediate freight was about $13,000.

Since the last annual report, of the $1,000 remaining unpaid, because uncalled for, of the debt of $250,000 due first of August, 1859, $500 has been paid, leaving only $500 of that debt outstanding. Of the debt of $150,000 due the 1st of November, 1860, the sum $149,700 has been paid, leaving only $300 outstanding of the original debt. But the Directors have been compelled to issue new bonds of the company to the amount of $65,400, payable at various periods from May, 1861, to November 1863, which will be promptly met by the accruing revenues of the company.

The report concludes by saying that the financial condition of the country, in the opinion of the Board, make it unwise to declare a dividend at this time. But they trust, at no distant day to declare semi-annual dividends of three per cent.

The committee of examination made a voluminous report. It recommends the laying of a heavy rail along the entire line, as a measure of economy and safety; says that the depot arrangements, &c., at Richmond have been improved; that the station-houses along the line are in good condition; that the books at the office in Richmond and along the line, with a few exceptions at stations on the line, (owing to the hands being new,) were well kept; that the establishment of an Auditor's office proved beneficial, as it was calculated to show thoroughly and accurately the business of the company; that the workshops of the company are likely to prove advantageous to the company; that in the construction of cars in those shops, twenty per cent. was saved, while the locomotives made there cost about the same, and were of better materials than those bought; that a telegraph was constructed along the line at the cost of $7,402, and that the erection of telegraph offices of the different stations was about to be proceeded with.

Long Island Railroad.

The annexed figures are from the report of the Long Island Railroad Company for the year ending September 30, 1860:

Capital Stock as by charter		$3,000,000 00
Amount Stock subscribed		2,900,000 00
Amount Stock paid in		1,852,715 79
Funded Debt, 1859		636,997 67
Funded Debt, 1860		755,997 67
Floating debt as by last report		17,539 12
Amount now of Floating Debt		12,282 80
Cost of Road and Equipment, as by last report		2,566,270 07
Cost of Road and Equipment by present report		2,566,270 07
Length of Road, including Brooklyn and Jamaica R. R.	99 miles	
Length of double track	10.8 miles	
Number of Pass. carried	417,106	
Numb. tons (2,000 lb.) Freight carried 102,413 65-2,000		
Expenses of maintaining Road and Real Estate		45,943 33
Expenses of Repairs of Machinery		40,827 12
Expenses of operating the Road		101,677 34
Earnings—Passengers	$192,565 91	
Freights	135,037 10	
Other sources	15,417 74	
		$343,020 75
Payments—Transport'n	$188,652 79	
Interest	32,904 50	
Other expenses	91,083 25	
		$312,640 54

Journal of Railroad Law.

CONTRACT OF SALE: POWER OF TRUSTEES UNDER A TRUST MORTGAGE TO SELL ON TIME.

The Philadelphia and Reading Railroad Company were the purchasers of the Lehigh Coal and Navigation Company. But conceiving it to be out of the power of the Navigation Company to comply with the terms of the sale, from their inability to make a title clear of the incumbrances of a certain trust mortgage dated the 7th of March, 1842, on the ground that it was a sale not within the terms upon which the trustees under the mortgage were authorized to sell, they sought by a bill in equity in the Supreme Court of Pennsylvania to obtain a decree to compel a conveyance on a certain specified extinguishable ground rent.

The defendants claimed that a conveyance under the terms of the contract was within the power of the trustees, but if it was not, they still could not be compelled to execute a contract for a sale on ground rent which they never had made.

The power of the trustees under the mortgage was two-fold, either to sell for a price or consideration in money to "be paid out and out;" or upon ground rent extinguishable or otherwise as might be agreed upon; and the main question in the case was as to the power of the trustees under the trust mortgage to sell on time. The case came up on appeal from a decree entered at *Nisi Prius*. The following is the opinion of the Court:

THOMPSON J. The agreement entered into was for a sale on credit payable in money, in instalments at one, two, and ten years, and to be secured by bond and mortgage. This was clearly not a sale on reservation of ground rent. Was it a sale for a "price or consideration to be paid out and out in money?"

Lexicographers define this expression as meaning "completely," "entirely," "without reservation." Consequently, when applied to an act to be performed "out and out," it must mean, ended and completed. The meaning of idiomatic expressions, is not, as is the case in defining words, to be found in origin or root, but is ascertainable only from the usual and ordinary sense in which it is used; the common acceptance of it. Even unaided by the context, I would understand the words to mean a sale for cash, not on credit—a completion of the transaction by the execution of a conveyance and payment of the consideration at the same time, ending and closing the matter of one process. This would undoubtedly be the meaning of a "cash sale," or a "sale for cash." No one even supposed these terms thus standing, meant a sale on time. The universal understanding, it is believed, is the contrary of this, and that the words "cash sale," exclude the idea of credit on time to be given for payment. The words here, to be "paid out and out" in money, were but a definition attempted of a cash sale, as is evident, when we consider the alternative sales provided for. One of them was to be a sale on ground rent, extinguishable or otherwise, as might be agreed upon. In one sense this was a sale for money, and according to the argument of the defendants, if eventually extinguished by money, would be a sale "out and out in money." By this the meaning, the provision in the mortgage for a sale to be "paid out and out in money," was rendered meaningless; for any sale, payable at any time in money, and nothing but money, would be within the meaning of these words, whether it was on time ten years hence, or by instalments running for forty years. The expression must be taken, and can be understood in no other sense than as used in emphatic contrast with the provision for the ground rent sale. The sale agreed upon, payable in instalments, and secured by mortgage, was not a ground sale; nor was it a sale for money out and out, for the price or money was not to be paid. It follows neither alternative provided by the trust deed. It was a sale to be secured by mortgage, but the security authorized to be taken is ground rents. There is no provision for a mortgage, and the maxim, "*expressio unius exclusio est alterius*," is peculiarly applicable to the construction of delegated powers. It was not intended that there should be securities, excepting in the event of a sale on ground rent. The absence of any other provision for security, almost demonstrates that the other alternative in the sale being adopted, the money was to be "paid out and out," and no credit given, but the cash to be paid down.

The company evidently intended by these different terms of sale, to provide for two contingencies which might arise, and which they supposed would be best met by those adopted; that is to say, it might become the interest of the company for other reasons than the immediate receipt of the proceeds, to sell a part of their property, and hence they provided for a sale on ground rent, the ecurities to be held by the trustees upon the same trusts as that of the prop-

erty itself. But to meet a contingency in which the company might need money, they provided for a sale, the proceeds to be paid directly to themselves. This was doubtless to meet sudden emergencies, or perhaps to enable the company in some advantageous manner, to deal with the bond holders, and for which cash might be required. Again: I do not see how a mortgage could be made to the company on a sale of property, the legal title to which is in the trustees. If it could be done in one instance, successive instances might follow, and eventually the company might become the holders of mortgages covering the whole property, and by transfers of them, destroy entirely the security of the bondholders. These considerations point plainly enough, I think, to the true construction of the power of sale. It must either be for money "paid out and out" for the purposes of the company, or on ground rent for the benefit of the trust. The sale was neither the one nor the other; and we agree with the positiontaken by the Phila. and Reading Railroad Company, that the trustees of the Lehigh Navigation Company cannot make a title to them clear of the mortgage, upon the terms of the sale agreed upon. Have they a right to a specific execution of the contract on any other terms?

Equity regards compensation in cases of defective execution, if the contract can with it be substantially executed, as equivalent to performance. It looks to the substance of the contract, and does not allow small matters to interfere with it, when compensation can be made. But substantial defects will be regarded in equity. And such may depend upon the party praying specific execution. Thus a vendee may insist on the specific execution of a contract to convey so much as the vendee has title to, even if it be but for a portion of the whole. But I have not been able to find any case in which a different contract from that made by the parties has been enforced. Here the plaintiffs ask that the defendants be required to convey on an annual ground rent of $6,000, the principal to be extinguishable in the same amounts and at the same times, as the payments, under the mortgage, were to be made. There need, perhaps, be no further answer to this, than that it would be an attempt to enforce the execution of a contract never made by the parties. Equity will not make contracts for the purpose of arriving at a supposed desirable end. It acts only with contracts of parties with a view to prevent them from being defeated by the rigid rules of law; it makes no new ones. It will not do to say that the results will be precisely the same as the one attempted, but defeated for want of authority. If that contract did not bind, then there is no contract between the parties, and it is for them to make new ones, or a substitute for the old, and not the court.

All the results are not the same, however. The company intended, for so they have said, that when there was a sale for money, the proceeds should go directly to them. But if we were to decree a sale on ground rent, the proceeds must be secured to the trustees for the general purposes of the trust, and hence a very different result, so far as the proceeds are concerned, would follow. They would not go to the company but to the trustees for the benefit of the trust. We must therefore refuse to decree as prayed for and in doing so we leave the parties *in statu quo*, which is always an important consideration in refusing a decree for specific performance.

Albany and West Stockbridge Railroad.

The following is the report of the Trustee of the Albany and West Stockbridge Railroad Sinking Funds, for the year ending November 30, 1860:

		DR.
Bonds and mortgages on hand per last report		$431,200 00
Bonds and mortgages paid since		77,713 79
Leaving		$353,486 21
Bonds and mortgages loaned since last report		118,559 41
Bonds and mortg's amount this day		$472,045 62
Albany city bonds cancelled		55,000 00
" " water loan		60,000 00
" city coupon (per last report)	$41,000 00	
	5,000 00	
		46,000 00
Cash on deposits in Mechanics and Farmers Bank, Albany		16,004 99
		$649,050 61
		CR.
Contributions by Western R. R. (see last report)		$263,111 10
Contributions by Western R. R. since		10,000 00
Total		$273,111 10
Interest on investments per last report	$332,864 66	
Interest on investments since last report	44,570 13	
	$377,434 79	
Less amount credited, profit and loss for salaries, fees and accrued interest	1,495 28	
		375,939 51
		$649,050 61
Interest due not paid	$5,810 25	
" accrued not due	6,303 44	
	$12,113 69	

Pacific Railroad.

The following is an abstract of a letter from T. D. JUDAH, Esq., Civil Engineer, of California, and one of the corporators named in Col. CURTIS' Pacific Railroad Bill. It is addressed to Hon. JOHN C. BURCH, of Me., and is dated, San Francisco, Nov. 9, 1860. He says:

"Believing that a practicable line existed for the Pacific Railroad across central California, I have determined, before the next session of Congress, to examine the various passes of the Sierra Nevada in the vicinity. I have examined a route through Georgetown, in El Dorado county, a route via Illinoistown and Dutch Flats, near the old Truckie route, and also Thenness' route, via Nevada and Eureka. The result is that I have found a practicable and good Railroad route across the Sierra Nevada via Illinoistown, Dutch Flats, and Lake Pass. The distance from Sacramento to the summit is 104 miles, to the State line about 115, to Neill's crossing on the main track is 132 miles, and to Virginia City 162 miles. There is no grade over 15 feet to the mile. We got out of Summit valley, through what I call Lake Pass, while Fremont's route, or the old emigrant road, goes over Truckie Pass, which is about 700 feet higher than a few miles off my route.

"We strike the foot of the Truckie lake, or the cabins of the Downer party, nine miles from the summit, and from there it is an easy grade down, the Truckie river descending about 40 feet per mile, over a smooth country.

"The elevation of the pass is 66.90 feet There are two other passes leading out of Summit Valley which I had not time to explore, but either of them is practicable, at least 150 miles shorter than the Beckwith route, crossing the State at its narrowest part, and on a direct line to the Washoe mines.

"I will undertake to build a railroad over the route in two years, for $70,000 a mile from Sacramento City to the State line, or Washoe. Thus the question of crossing the Sierra Nevada I consider settled."

Steubenville and Indiana Railroad.

A proposition for a compromise between all the parties interested in the Steubenville and Indiana Railroad has been devised and is now presented for their consideration and approval or rejection.

Who are the parties interested?

They are first the stockholders, constituting in the aggregate the corporation or Company. They undertook to construct the road, and paid in and expended upon it the amount of their subscriptions.

1st. Any interest unpaid to creditors up to 1861 to be taken in stock at 50 per cent. on its nominal value.

2d. The interest on the first and second mortgages, except the Garrett claim, at seven per cent. up to October, 1, 1862, to be added the principal, constituting the first lien, amounting to $2,565,000, the interest at six per cent. payable semi-annually; the first payment January 1, 1863, $135,000, to cover incidentals, to be added.

3d. The sum due Robert Garrett & Sons, to constitute a second lien, to bear interest at six per cent. from August 1, 1862, the first semi-annual payment of interest to be January 1, 1863. All interest due up to August 1, 1862, is relinquished. The principal of all the above, payable January 1, 1883 and 1884.

4th. All other claims against the Company to constitute a third class, all interest up to July 1, 1862, being relinquished, and to be funded in irredeemable bonds, interest at six per cent., payable April and October 1st. after July 1, 1862, whenever the funds are earned.

The 2d and 3d classes of claims not in the aggregate to exceed $800,000. Any excess over this sum to be relinquished.

The Pennsylvania Railroad Company to relinquish all its claims except what are above provided for.

The net earnings of the road before interest begins to accumulate, to be applied to completing the road and making its connections.

This arrangement to be completed by the assent of all parties, by May 1, 1861.

This will determine the amount of indebtedness at:

1st lien, interest at 6 per cent from October 1, 1862	$2,700,000
2d lien, interest 5 per cent. from August 1, 1862,	
3d " " " July 1, 1862,	800,000
Total	$3,500,000
Amount of intesest at 6 per cent	210,000
Reduction of annual interest	42,000

The advantages of the arrangement will be exclusively to the third class of creditors under the arrangement, and to the Stockholders.

This is manifest from the following considerations.

1st. All the mortgages make large concessions of interest over due, taking it in new stock of the Company at half its nominal value, which is an indication of their idea of its value under the proposed arrangement.

They agree to fund two years' interest into a principal at six per cent. interest.

3d. They reduce their rate of interest from seven to six per cent.

4th. The creditors relinquish large sums of principal due them.

5th. The payment of the principal is postponed twenty-three years.

6th. The annual interest payable to them is reduced by $42,000.

7th. The Company have untrammeled the net earnings of the Road to make substantial improvements, add to its equipments, and complete its connections with other roads, all of which will very materially add to its efficiency and business.

Mobile and Great Northern Railroad.

A special meeting of the stockholders of this road was held in Mobile on the 6th inst., at which a statement was made by the President, showing the past operations and present condition of the company and the work.

The President stated, that in consequence of the litigation with which the company was embarrassed during the last spring and summer, the Directors were prevented from selling the whole of the "city bonds" last spring, when they could no doubt all have been disposed of upon satisfactory terms. The company were, however, from the means realized from the stockholders, and the limited amount of bonds sold before the institution of these proceedings, able to proceed with the work, but by no means so rapidly or effectually as it could otherwise have done.

After the final determination of the suit, the President went to New York in September, and with the assistance of very efficient friends there, had succeeded in establishing a market for the bonds at par, and sales had continued to be made from that time up to the late election quite as rapidly as the wants of the company required the proceeds, and the company had been able thus far to meet all liabilities promptly at maturity. Since the election, however, no further sales had been effected, nor was it believed that further sales could now be relied on with confidence. Three hundred and eighty-six thousand dollars had thus far been sold; of these one hundred and twenty-two were for rails and material, and the other for cash. Large contracts had been made for machinery and equipments, which the company have the privilege of paying for in bonds.

That including the negroes and other property purchased by the company, and the bills due in this month and the next, which it is believed can be met, the company will have invested in the work a half million of dollars. There is now at the other end of the road some eighteen or twenty miles almost ready for the rails, and a large amount of work done on this end and on other parts of the road; every mile of which from the Tensas east is under contract.

That notwithstanding the embarrassments growing out of the litigation above mentioned, the company had been in the most prosperous condition, and up to the election there was every prospect of the road being in operation from the Tensas river to the Alabama and Florida road in August, if not in July next.

That from the statements made by the Chief Engineer, three hundred and sixty-seven thousand five hundred dollars in cash would enable the Company to put the work in opertion from the Tensas to the other road, and it was believed that this might be accomplished with three hundred thousand, for it was thought that we could rely on being able to use the bonds to some extent. That from the same statements of the Engineer, that a suspension of the work would be attended with very large losses. That the loss of interest on the funds already invested, depreciation of the work done, and the probable increased price at which the Company would have to relet over present contracts, would not be less than one hundred thousand dollars, and the loss of one season's business, should the work be suspended so as not to be able to bring the next crop over the road, could not be less than one hundred thousand dollars, making a loss of more than half the amount now wanted to put the road from the Tensas in operation.

That we were advised that it was the intention of the Alabama and Florida Company to continue the prosecution of their road and complete their connection with Pensacola, which could not be otherwise than greatly detrimental to the best interests of Mobile, unless our connection was completed soon afterwards.

That under these circumstances the work ought not to be suspended if possible to avoid so great a calamity. That every effort should be made to go on. That in the present financial condition of the country there was no source to which we could look for relief and support but to the Stockholders and citizens of Mobile, who were all directly and greatly interested in the early completion of the road. It was under this embarrassing state of the affairs of the Company that the Board of Directors desired me to call this meeting, and consult with you as to the best means of prosecuting the work, and it now remains with you to say, shall we proceed, and if so, how are the means to be raised. The question was asked by one of the stockholders, whether an instalment of ten per cent. a month would enable the work to go on? The Chief Eengineer replied that if the amount could be collected there would be no necessity of stopping the work. After remarks made by a number of those present upon the great importance of the road being finished by the next business season and the great sacrifice by delay.

It was on motion.

Resolved, That the President and Directors be requested to call on the stockholders for ten per cent. instalments payable monthly until the whole amount of stock subscriptions shall be paid up.

On motion it was further

Resolved, That the President and Directors pass resolutions directing a stock interest account to kept so that all payments for stock shall be equalized in stock as far as possible.

Public Works of Ohio.

The fiscal year on the public works of Ohio closed on the 15th of November. Annexed is a table showing their receipts and expenditures for the year:

	Receipts.	Expend'es.
Miami and Erie Canal and Lewistown Reservoir..	$158,755 35	$149,392 19
Ohio Canal	94,457 54	181,541 57
Hocking Canal	16,768 36	11,613 08
Walhounding Canal	839 30	4,587 49
Muskingum Improvem't.	17,535 53	36,855 84
National Road	16,181 46	18,837 36
W. R. & Maumee Road..	9,181 55	8,544 03
Salary of members		4,500 00
Contingent expenses of board and salary of Sec.		2,386 65
Total	$313,769 10	$418,258 56
		313,769 10
Excess of expend'es over receipts		$104,489 13

Report from the Pension Bureau.

The report from the pension bureau shows that the whole number of pensioners of all classes now remaining on the roll is 11,284; and the sum required to pay their pensions is $1,001,018 95. During the past year the amount thus expended was $1,108,562 08.

Compromise of the Wheeling R. R. Bonds

The Council of Wheeling have issued an ordinance for the compromise and retiring of the bonds of that city formerly issued to the Hempfield Railroad Company, the Marietta and Cincinnati Railroad Company, and Cleveland and Pittsburg Railroad Company, and for securing the new bonds on making such compromise. Where the compromise of the old bonds is at the rate of fifty cents on the dollar, the new bonds are to be made redeemable in twenty years, with interest at six per cent. payable half-yearly. Where the compromise of the old bond is dollar for dollar, the rate of interest to be but three per cent. and the bonds are to be payable in forty years, through the operation of a sinking fund which is provided for in the ordinance. This ordinance also provides that for the first five years the rate of interest shall be but one per cent.; for the next ten, two per cent.; for the next ten, two and half per cent.; for the next ten, three per cent.; for the next five, four per cent.

Report of the Patent Office.

The income of the Patent Office for the three quarters ending September 30, 1860, was $197,648 40; and its expenditure $189,672 28, showing a surplus of $7,976 17. During this period 5,638 applications for patents have been received, and 841 caveats filed. 3,612 applications have been rejected, and 3,896 patents issued, including reissues, additional improvements, and designs. In addition to this, there have been 49 applications for extensions, and 28 patents have been extended for a period of seven years from the expiration of their first term.

New York and Boston Air Line Railroad.

We learn from reliable sources that the President of the Air line road to New York (Hon. John M. Wood) has concluded a contract with a Philadelphia house for 2,500 tons of American railroad iron. This amount, it is stated, will be amply sufficient to iron the road to Woonsocket, R. I. A like contract for engines has also been made with Messrs. Norris of the same city. Should the weather prove favorable, it is anticipated that the road will be opened for travel and transportation early in June next.—*Boston Traveller.*

Railroad Earnings.

The earnings of the Little Miami and Columbus and Xenia Railroad for November, 1860, were $98,029 83
November, 1859 ..... 99,159 19

Decrease $1,129 36

The earnings of the Cleveland, Columbus and Cincinnati Railroad were for

November, 1860 ..... $89,745 94
Do. 1859 ..... 90,567 66

Decrease $821 72

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company for the month of November, 1860, compared with the same period of last year, viz:

	1860.	1859.
From Freight	$136,787 27	$110,582 42
" Passengers	75,014 85	65,221 55
" Express	2,600 00	3,250 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 33	5,500 00
" Rents and Miscel.	833 30	532 72
Totals	$230,143 75	$192,911 69
Increase		$37,232 06
Earnings Jan'y 1, to Nov. 30	$2,143,106 79	$1,786,039 90
Increase		$357,067 89

The following are the earnings of the Cincinnati, Hamilton and Dayton Railroad for the month of November compared with the same month last year:

November, 1860 ..... $50,711 49
" 1859 ..... 41,934 72

Increase $8,776 97

The following are the earnings of the La Crosse and Milwaukee Railroad for November, 1860, and comparison of same with earnings of November, 1859:

	1860.	1859.
Freight	$75,620 24	$62,133 28
Passengers	19,329 40	21,268 41
Miscellaneous	866 61	6,131 34
Total	$95,816 25	$89,528 03
Increase in 1860		$6,288 22

The revenue of the Baltimore and Ohio Railroad for November was as follows:

MAIN STEM.

From Passengers	$50,536 35	
" Mails	7,933 33	
" Express	10,069 39	
" Tonnage	298,332 00	
		$366,871 57

WASHINGTON BRANCH.

From Passengers	$24,738 06	
" Mails	900 00	
" Express	1,300 00	
" Tonnage	6,322 71	
		32,255 77

N. W. VIRGINIA BRANCH.

From Passengers	$3,594 46	
" Mails	866 66	
" Tonnage	24,504 98	
		28,966 10

Summary of Revenue for Oct., 1859 *and* 1860.

	1859.	1860.
Main stem	$366,202 40	$366,871 57
Washington Branch	33,225 92	33,255 77
N. W. Virginia Railroad	21,831 60	28,966 10
Totals	$421,259 92	$429,093 44

—Showing a net increase of $7,833 52 in November, 1860.

The earnings of the Central Railroad Company of New Jersey, for the month of November, 1860, were $92,628 18
For the same month last year 87,344 80

Increase, 6 per cent. $5,283 38

The operations of the Central Ohio Railroad for October were as follows:—

EARNINGS:

From Passengers	$24,273 18
" Freight	39,232 93
" Express	3,050 90
" Mail	2,378 79
Total	$69,035 71

EXPENSES:

Transportation department	$10,897 72
Machinery department	11,431 27
Fuel expense	6,171 07
Road department	14,424 15
General expenses	2,454 74
Construction account	3,450 86
Total	$48,829 81

The receipts of the Grand Trunk Railway of Canada for the week ending December 8, 1860, was $70,841 24
Corresponding week last year 51,811 88

Increase $19,029 36
Tot. traffic from July 1, 1860, to date. $1,596,496 69
Corresponding period, 1859 1,193,274 81

Increase $403,221 88

Revenues of Great Britain and France.

The following table shows the revenues of these two countries.

REVENUE OF GREAT BRITAIN FOR 1860.		REVENUE OF FRANCE FOR 1860.	
1. Income Tax	£12,903,715	1. Direct taxes, land, house, personal and patents.	£18,800,000
2. Stamps	3,040,091	2. Stamps & domains.	14,300,000
3. Crown lands	416,531	3. W'ds, forests and fisheries.	1,500,000
4. Customs	24,891,084	4. Cust'ms & t'x on salt	9,100,000
5. Excise	20,240,467	5. Excise	19,500,000
6. Post Off.	3,310,655	6. Post Offi.	2,300,000
7. Miscell's	1,801,584	7. Miscellan.	7,500,000
Total	£71,104,127	Total	£72,000,000

Census of Illinois.

TOTAL POPULATION 1,719,496—INCREASE IN FIVE YEARS 412,920.

We publish below an interesting table of Statistics of Illinois. It embraces the population by counties, of the State, as returned by the State census of 1855, the same as returned by the United States census of 1860; also the aggregate vote in each county as cast at the late Presidential election, and the valuation of the real and personal property in each county for the year 1859:

Counties.	*Pop'n of* 1855.	*Pop. of* 1860.	*Vote of* 1860.	*Val. pro'y* 1859.
Adams	34,811	41,355	8,224	$10,582,311
Alexander	2,927	4,707	1,047	2,114,300
Bond	7,511	10,740	1,995	1,846,317
Boone	10,994	11,630	2,069	1,628,324
Brown	7,940	9,952	1,989	1,638,345
Bureau	9,518	26,435	5,245	4,894,827
Calhoun	3,768	5,149	1,003	1,222,603
Carroll	7,610	11,812	2,096	1,801,702
Cass	8,946	11,329	2,371	2,733,242
Champaign	6,565	14,641	3,064	3,977,561
Christian	7,041	10,536	2,405	2,185,478
Clark	13,862	14,956	3,045	2,099,441
Clay	7,076	9,353	1,783	1,962,601
Clinton	6,823	10,948	2,093	2,892,871
Coles	14,937	13,209	3,041	4,252,393
Cook	103,960	145,579	24,631	39,279,725
Crawford	10,151	11,552	2,330	1,978,046
Cumberl'd.	6,099	8,320	1,549	1,356,051
DeKalb	13,636	19,215	4,024	2,955,021
DeWitt	8,508	10,853	2,408	2,139,602
Douglas	new co.	7,054	1,485	2,063,202
DuPage	12,807	14,704	2,602	2,563,649
Edgar	13,920	16,932	3,727	5,041,960
Edwards	4,598	6,454	966	1,100,854
Effingham	6,226	8,837	1,537	1,252,255
Fayette	9,592	11,298	2,553	1,821,212
Lord	new co.	1,982	383	913,894
Franklin	7,182	9,387	1,699	1,305,776
Fulton	27,968	33,507	7,614	6,152,227
Gallatin	6,723	8,016	1,842	1,614,296
Greene	13,092	16,077	3,218	3,626,203
Grundy	7,021	10,431	2,128	2,525,829
Hamilton	7,212	9,917	1,754	2,167,219
Hancock	22,158	29,125	5,674	5,851,824
Hardin	3,920	3,773	666	535,780
Henderson	7,128	6,630	2,217	1,919,917
Henry	9,218	20,799	4,574	4,474,839
Iroquois	6,788	12,335	2,392	3,011,929
Jackson	7,534	9,737	2,047	1,867,736
Jasper	6,842	8,371	1,538	1,269,766
*Jefferson	10,258	15,000	2,468	2,206,738
Jersey	8,771	11,336	2,317	2,378,965
Jo Daviess	24,104	27,392	4,670	3,342,814
Johnson	6,946	9,339	1,612	834,379
Kane	26,665	30,563	5,878	4,162,124
Kankakee	10,110	15,409	2,805	2,520,732
Kendall	10,145	13,109	1,383	1,760,677
Knox	22,700	28,801	6,087	7,020,546
Lake	17,630	18,295	3,369	2,259,300
LaSalle	35,563	48,362	9,682	7,688,968
Lawrence	8,160	9,243	1,747	1,994,832
Lee	11,681	17,787	3,582	3,030,475
Livingston	4,606	11,664	2,562	3,007,691
Logan	8,324	14,280	3,282	4,860,541
Macon	8,365	13,773	3,027	3,466,568
Macoupin	17,827	24,647	5,143	5,254,755
Madison	31,556	31,219	6,460	8,823,797
Marion	10,139	12,692	2,666	2,716,359
Marshall	9,900	13,461	3,024	2,215,688
Mason	7,775	10,950	2,472	2,178,350
Massac	5,692	6,214	1,078	1,477,086
McDono'h	12,886	20,162	4,589	4,753,279
McHenry	19,285	22,165	4,494	3,781,449
McLean	19,578	28,761	6,181	8,667,693
Menard	8,029	9,584	2,704	3,117,206
Mercer	9,660	15,216	3,043	3,168,914
*Monroe	10,285	16,500	2,247	1,919,746
Montgo'y	9,041	14,078	3,011	2,911,016
Morgan	17,735	22,348	4,839	6,925,769
Moultrie	4,435	6,386	1,337	1,709,339
Ogle	16,456	22,969	4,555	3,303,468
Peoria	30,134	38,604	7,368	6,761,140
Perry	6,858	5,644	1,889	1,634,869
Platt	3,052	5,117	1,432	2,302,493
Pike	23,351	27,205	5,645	5,160,471
Pope	6,885	6,725	1,413	1,207,068
Pulaski	2,462	3,963	925	1,056,698
Putnam	5,100	5,598	1,181	1,412,108
Randolph	15,351	17,200	3,276	3,166,671
Richland	7,049	9,720	1,827	1,988,090
Rock Isl'd.	16,217	21,207	3,613	4,554,853
Saline	6,776	9,334	1,566	1,486,002
Sangamon	25,604	32,252	7,361	11,509,588
Schuyler	12,296	14,650	2,538	2,453,037
Scott	7,937	9,062	1,973	1,454,037
Shelby	11,270	14,650	3,119	2,752,906
Stark	6,293	9,016	1,846	1,846,109
St. Clair	28,554	37,700	6,866	7,966,506
Stephen'n	19,316	25,125	4,483	3,790,897
Tazewell	17,371	21,489	4,545	6,221,161
Union	10,106	11,223	2,030	1,890,400
Vermillion	15,893	19,802	3,839	5,670,095
Wabash	6,233	7,312	1,330	1,224,999
Warren	12,309	18,365	3,911	4,015,114
*Wash'n	10,959	14,000	3,416	2,445,181
Wayne	9,902	12,266	2,318	1,932,509
White	10,397	12,429	2,343	2,660,352
Whiteside	13,416	18,264	3,848	3,578,498
Will	24,468	29,454	5,759	6,600,471
Williams'n	9,430	12,056	2,214	1,311,248
Winneba'o	20,826	24,672	4,814	4,514,640
Woodford	8,400	13,303	2,706	2,865,025
Total	1,306,576	1,719,496	339,656	366,702,053

* Estimated population of 1860.

The only counties whose population for 1860 is not included in this table are Jefferson, Monroe and Washington. They have not yet been returned to the U. S. Marshall's office in this city; but assuming that they have made the estimated increase since 1855, which we concede to them above, the total population of the State may be set down at 1,719,496—showing a gain in five years of 412,920 souls. We have not the leisure at this time to show the ratio of increase which the present population of each county sustains to that of 1855, but for the whole State it is at the rate of about 34 per cent. The counties which show the greatest increase are Bureau, Champaign, Cook, DeKalb, Fulton, Hancock, Henry, Iroquois, Kane, Kankakee, Knox, Lasalle, Lee, Livingston, Logan, Macon, Macoupin, McDonough, McLean, Mercer, Montgomery, Morgan, Ogle, Peoria, Sangamon, St. Clair, Stephenson, Warren, Will, etc. The only counties, which according to the census returns have decreased, are Edwards, Hardin, Henderson, Madison, Perry and Pope, and in reference to some of these we are convinced there must be some mistake of the Deputy Marshals.

The total vote of the State on President is given above at 339,656. Its ratio to the population is 5.16.

The last column of our table gives the total valuation of personal and real property of each county in the State, as returned by the Assessors to the Auditor's office. It shows that next after Cook county, Sangamon is the wealthiest in the State, with Adams next, and then Peoria, with St. Clair, Lasalle and Fulton coming after. But these Assessor's returns are a very unfair means of determining the wealth of the various counties, on account of the different and grossly unequal rates of valuation which they adopt. And here, as we have time and again urged, the Legislature should step in and organize a Board of Equalization. What appears a little remarkable, is the fact that, while the total valuation of the real and personal property of the State for 1859, returned to the Auditor's Office, is $366,702,053, in 1858 it was $403,140,321, and in 1857 it was $407,477,367, showing a decrease of upwards of $60,000,000. The returns of 1860 will be still smaller than for 1859. The cause of this is not in the fact that the wealth of the State has at all decreased, but because the Assessors in many counties, owing to hard times, or other causes, have reduced their standard of valuation. It is notorious that in all the elements of wealth and property, the State has in the last few years made very rapid advances.—*Illinois State Journal.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,461,336	*	—	877,953	608,500	105,256	1,516,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	80,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,863,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	—	—	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	802,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	833,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,468	3,332,432	72.4	.....	844,772	502,579	10	130
31 Dec. '59	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	239,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0	.....	241,330	127,505	8	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	.....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	49
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
-- -- '59	154.2	—	.....	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,808	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	828,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,308,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	23	Savannah, Albany and Gulf	1,386,634	62,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by		State.		138.0	.....	832,343	464,541	—	.....
								ILLINOIS.													
-- -- --	220.0	—	.....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	900	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,928	210.0	.....	1,233,708	453,141	—	63
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,232	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	47½
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,478	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	63
-- -- '57	176.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	176.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,306	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	65
-- -- --	—	—	—	31.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	188.6	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,968	628,437	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,350	2,111,059	109.0	.....	368,189	132,094	6	53
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	836,971	1,025,700	48,673	2,272,267	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
-- -- '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,338,816	.....	.....	135.0	.....	206,114	82,632	—	.....
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	296	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	367,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,522	—	838,086	965,000	441,787	2,207,813	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Muse.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,089	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	.....
-- -- '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	862,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225.577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,284	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,831	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	6,976,472	149.0	429.791	545,741	150,226	6	—
30 Jun. '59	12.5	—	2.0	—	4	2	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,206	1,500,000	—	—	—	1,500,000	51.3	141,664	208,299	104,029	6	94½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,800	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	51½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,280,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	106½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	102½
30 Nov. '59	43.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	60.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,152	343,915	—	71
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	96½
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	90½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,556	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,366	51,338	14,087	—	104½
30 Nov. '59	8.6	—	—	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	103
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	—
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	13
30 Nov. '59	158.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	530,148	8	111½
30 Nov. '59	45.7	—	9.8	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	9.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '59	67.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,543,411	329.0	.....	2,417,915	886,097	—	48
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnerota and Pacific*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	534,342	328,092	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	—	—	—	*North Missouri*	5,896,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
-- -- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,830,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	—
31 Oct. '58	66.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	66.5	.....	152,371	.....	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,890	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	399,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	142
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	625,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,006,459	ope	r. by Con	cord.	88,577	8	96
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	83,750	3,068,400	299,500	25,800	3,393,900	82.0	208,657	353,101	187,136	4	46
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	183,888	.....	76.0	.....	269,605	127,241	—	—
30 Nov. '59	63.9	22.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	117½
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	—
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	106
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	.....	.....	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	—
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	308,784	—	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,212	18.7	6 mo.	210,685	94,809	5K	—
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,369	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	6	12	53	Albany and Vermont	1,567,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	23,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,833	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,208,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	.....	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	40
30 Sep. '59	—	—	—	73.3	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	9½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	74
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	30
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	13
30 Sep. '59	118.0	3.6	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	247,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	896,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottedam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	43.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,128	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	61.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	66,683	2,249,183	96.8	279,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118 2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,686	7	70
— — '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	49
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	634,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	90
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	208.5	646,413	772,093	332,093	4	54
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	26
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,600	290,700	50,500	1,965,539	ope	r. w. Lft.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	....
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	....
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
— — '59	36.0	—	....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	68,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,880	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	70
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	874,198	45,452	—	....
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117 0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	....
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,383,456	125.0	155,006	209,918	51,371	—	....
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
— — '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	280,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	10
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	....
31 Dec. '59	110.3	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	506,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	75
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	....
31 Aug. '60	36.9	18.0	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	....
31 Aug. '59	30.9	11.8	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,067,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	....
30 Nov. '59	45.7	—	—	29.2	15	6	—	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	23.0	5.0	13.5	—	9	—	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	866,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	74
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	....
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	34
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,436	370,078	8,468,513	—	11 mos.	1,026,168	427 [illegible]	—	36

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	.....	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,286,276	8,895,457	1,883,347	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.2	—	—	—	—	Schuylkill Valley	573,616	*	—	566,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	600,000	321,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,636	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	—
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,652	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	99,305	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,627	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,237	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	.....	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	—	—	—	—	—	.....
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,882	310,199	3	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,992	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,580	.....	50.0	31,300	52,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,840	196,508	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	—	—	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	..,.122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	886	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,558	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	85
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,826	.....	78.6	159,981	279,945	145,285	7	80
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,643	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	5,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	367,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,530	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	*	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74.243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60.666	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	8
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	153.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,384,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,126	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,158,321	*	—	14,054,906	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	—	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,580	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— — '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60 0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,360,160	15	116

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	78½
" "	1,000,000	6	1867	94
Balt. City Loan	6,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	350,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1863	----
Chicago, Alton and St. Louis:				
1rt Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	138,864	---	1868	----
Chicago and Rock Island:				----
1st Mortgage	1,397,000	7	1870	90
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	40
2d Mortgage	2,000,000	---	------	18
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	82½
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	97½
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	67
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91
2d Mortgage	2,600,000	---	1881	90
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	82,015	7	1860	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	94½
2d Mortgage (S. F.)	1,738,000	7	1875	57
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	55
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	100
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	80½
Illinois Central:				
Optional Right Scrip	65,000	7	1863	60½
Construction	12,885,000	7	1875	93
Construction	4,115,000	6	1875	88½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	57
Income	231,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	52
2d Mortgage	400,000	7	------	54
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	250,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest.—"S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		14
2d Land Grant (Western Div.)	353,600	†		14
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	84
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		90
1st Mortgage (convertible)	500,000	8		92
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	68
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	68½
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	95
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	90½
Premium Consolidated Stock	8,000,000	6	1883	90½
Real Estate	221,000	6	1883	90½
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	88
3d Mortgage (convertible)	6,000,000	7	1871	85
4th Mortgage (convertible)	3,729,000	7	1880	73
5th Mortgage	1,277,000	7	1883	91½
Unsecured (convertible)	2,618,000	7	1871	57
Unsecured (convertible)	2,443,000	7	1862	48
Sinking Fund	2,193,000	7	1875	48
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	93
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	85,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Sueq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		92½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,589,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,300			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	70½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1864	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	690,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1862	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,220,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1866	65
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	63
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	308,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Dec. 19, 1860.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19.
FEDERAL STOCKS:—						
U. S. 5s, 1874	90	89	----	90	90	90
U. S. 6s, 1865	----	----	----	----	----	----
STATE STOCKS:—						
California 7s	----	87½	----	87	----	----
Georgia 6s	----	----	----	----	----	----
Illinois 6s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	66½	68	65	65	67	68
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	80	79	79	79	79	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	71½	73	71½	71	73½	74
Virginia 6s	----	79½	74	74½	75	----
RAILROAD SHARES:—						
Chicago, Burl. and Q.	63	64	63½	64	63½	63
Chicago and Rock Isl.	47	47	46	46	46	47½
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	8½	----
Clev. and Toledo	24	24	23	25	24½	26
Del., Lack. and West.	----	74	----	75	74	75
Galena and Chicago	61½	62	61	62½	61	63
Hudson River	39	39½	38	39½	39½	40
Illinois Central (scrip)	58	58½	58½	62	62	65
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	47	48	46	48	46	48
M. S. and N. I. guar'd,	28½	27½	25½	28	26½	29
M. S. and N. I.	12½	13½	12½	13	12½	13
Milwaukee and Miss.	8	8	----	----	7½	----
New Jersey Central	----	----	----	----	107	106
New York Central	72½	73	72	74	73	74
New York and Erie	28	28	28	29	28½	30
N. York and Harlem	14	14	13½	13½	----	13½
N. Y. and H. "pref."	31½	32½	32	32	33	32
Panama	115	----	112	114	115	116
Phila. and Reading	32½	33	----	----	24	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	40	40	39	----	38	39
" " 2d M.	16	17	----	17	17	16
" " S. F.	----	74	----	74	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	67
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	55	----
Hudson R. 1 M. 7 p.c. '69	102	----	----	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	81	----	----	----	----	80½
Illinois Centr. 7 p.c. '75	87	88½	87½	87½	88½	88
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	----	60	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	91	92	95
" conv. 8 p.c. '69	----	----	----	----	----	90
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	68	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	90½	90½	----	----	----	90½
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	97½	98
" 2 M. 7 p.c. '59	90	----	----	----	----	----
" 3 M. 7 p.c. '71	85	----	----	----	----	85
" 4 M. 7 p.c. '80	75	----	73	74	75	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	50½	----	52	53	55½	57
" S. F. '75	----	51	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	91	----	92	----	90	93
" 2 M. 7 p.c. '64	88	----	----	----	----	90
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	86	87	87	87	----	87
America, Bank of	100	100	----	----	----	----
Commerce, Bank of	----	----	----	90	----	90
Merchants' Exch. B'k	----	----	----	----	----	97
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	100	100	100
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	6
MISCELLANEOUS:—						
Del. and Hud. C. Co.	83½	82½	----	----	83	83
Cumberland Coal Co.	8	8	----	9	----	8
Penn'a Coal Co.	----	----	----	----	75	74
Pacific Mail S. S. Co.	78½	79	78	79½	80	80
Canton	----	14½	----	----	----	----
Brooklyn Water W's.	99	----	96	98	----	----

The following are the closing prices in the London Market on the 3rd December:

United States 5 p. c. red. '74	90	to	93
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	85	to	87
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	70	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	86	to	88
Do. do. 1st mortgage (sinking fund), 1882	86	to	90
Do. $100 shares	55	to	60
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	74	to	76
New York and Erie 1st mortgage 7 per cent. 1867	91	to	92
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	79	to	81
Do. Bonds, 1862, '71, '75 do.	57	to	59
Do. Shares, assented	31	to	32
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, December 22, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

The Effect of Political Agitations upon Railroad Enterprises.

The first effect of the present political agitations has been to put an end to the progress of railroads throughout the country, particularly in the Southern and Southwestern States. They are greatly to be regretted on this account, as the system which these States had planned and were actually engaged in executing, is only partially completed. A large amount of capital thus invested must remain unproductive, and a portion of it lost; while the country must, for an indefinite period, remain without these works, which more than all others tend to promote its prosperity and wealth. None of the rural or agricultural districts can supply an amount of capital sufficient to construct their roads. This must, to a considerable extent, be furnished by parties living at a distance, who are not going to put their money into enterprises in sections of the country, which may soon be the scene of disturbances, at least, if not of civil war.

All our railroad enterprises are thus not only brought to a dead stand, but the traffic of such as are in operation is soon to show a great falling off. Commerce flourishes only in times of quiet. As far as our railroads are concerned, consequently, the effect of the present political agitations is simply disastrous, and to a degree that can hardly be estimated. The construction of these works in the newer States has already been thrown back five years. Is there any compensatory advantage gained on the other side? Nothing. Everything that tends to alienate the two sections, tends to the same extent to destroy the traffic of our public works. Is it not, then, the duty of all parties

interested in their construction, or in their securities, to lend a hand to place the material interests of the country in harmonious relations? These transcend all of a political character. So long as they are maintained or preserved, the others cannot possibly go wrong. Political obligations should be deduced from, and always be subordinate to, considerations of personal or material advantage. The moment these are disregarded, a course is entered upon, which sooner or later must be abandoned, though not, perhaps, until mischief is done that can hardly be repaired.

Share and Money Market.

The share market the past week has been very fluctuating, sympathizing with the excitable tone of the public mind and influenced by every rumor that might gain credence for the hour. The week bids fair to close with a better feeling than has existed for some time past. The excessive alarm and apprehension which has so generally prevailed, is subsiding. The rates for money are becoming easier; but above all the indications from the south are more favorable. The State of Georgia does not propose to rush blindly into the secession movement, but to proceed in a methodical manner and upon what she terms reasonable grounds. With her, secession is not a foregone conclusion, but a step that may be taken in a certain contingency. Such a course is calculated to arrest and embarrass the whole movement, as time will be gained in which she will learn to act from reason instead of impulse. The foreign news is favorable. Our staples maintain a good price, and shipments of gold to pay for them, must relieve, for the present, apprehension in reference to our monetary affairs. Although it is yet too early to speak in a confident tone, appearances are certainly more favorable to a pacific solution of our difficulties than they have been for some time past.

Mobile and Ohio Railroad.

The cars are now running on this road to Baldwin Station in Tishemingo Co., Miss., 300 miles north of Mobile. The track is laid six miles beyond Baldwin, leaving only 25 miles to be laid. The connection is now made with Corinth, the Southern terminus of the Northern division, by a line of stages. If the weather permits it is thought that the track will be laid to that point by January next; and thus the whole road from Mobile to Columbus, 20 miles below Cairo, be opened for travel.

Debt of Pennsylvania.

The following statement shows the indebtedness of Pennsylvania on the first day of December, 1860.

6 per cent. loans		$400,630 00
5 do. do.		36,967,295 72
4½ do. do.		381,200 00
4 do. do.		100,000 00
		$37,849,125 72
Unfunded debt, viz:		
Relief notes in circulation	$99,402 00	
Interest certificates outstanding	16,074 80	
Interest certificates unclaimed	4,448 38	
Domestic creditors' certificates	797 10	
		120,721 78
Total State debt Dec. 1, 1860		$37,969,847 50
Amount of public debt on the 1st day of December, 1859		$38,638,961 07
Deduct amount paid during the fiscal year ending with 30th November, 1860, viz:		
Loans redeemed	$664,857 65	
Relief notes canceled	1,811 00	
Interest certificates	2,439 52	
Dom'stic creditors' certificates	5 40	
		669,113 57
		$37,969,847 50

Illinois State Debt.

The public debt of Illinois, November 30, 1860, was as follows:

Interest stock, payable at pleasure of the State		$808,396 84
New refunded stock—coupon b'ds—payable after 1860		18,000 00
New refunded stock, payable after 1862		902,000 00
Liquidation b'ds, payable after 1865	$250,890 21	
New refu'd stock payable after 1865	21,000 00—	271,890 21
New refunded stock, payable after 1869		215,000 00
New internal improvement stock payable after 1870	$2,163,617 83	
New refunded stock pay'be after 1870.	193,000 00—	2,356,617 83
New refunded stock, payable after 1876		109,000 00
Interest b'ds of 1847, pay'be after 1877.	$1,534,925 82	
New refunded stock, pay'ble after 1877.	185,000 00—	1,719,925 82
		$6,395,830 20
Old State Bonds:		
Bank of Illinois b'ds, 1860.	$31,000	
Internal improvement bo'ds 1870	42,000	
Illinois and Michigan Canal bonds, N. C. RR., 1860.	4,000—	77,000 00
122 Macalister and Stebbins bonds which, according to statements, &c., of Macalister, will, January 1st, 1861, amount to		49,608 81
Internal improvement scrib.		23,054 35
Six Certificates for arr'rs of inter't.		2,674 53
		$6,548,167 89
Canal debt:		
Illinois and Michigan Canal bonds, regist'd.	$2,299,095	
Illinois and Mich. Canal bonds unregistered	1,373,090	
	$3,672,185	
From the canal debt is to be deducted a dividend of five per cent. on the registered bonds, which will leave total canal debt		$3,557,280 25

Missouri River Valley Railroad.

We learn that the officers of the Chariton and Randolph Railroad Company and of the Missouri River Valley Railroad Company have effected an arrangement by which the two companies will act in concert, and with a view to completing the road to Richmond, Ray county, so soon as the present disturbed state of the finances of the country will admit of the prosecution of the work. The location of the line of the road from Brunswick to Richmond has been commenced. Carroll County has ordered an election this month to determine whether that county will grant aid, in its corporate capacity, for the continuation of the work throughout that county.

Alleghany City and County Bonds.

The indebtedness of Pittsburg, Alleghany and Alleghany County, upon railroad bonds, is as follows:

ALLEGHANY COUNTY.	
Alleghany Valley Railroad	$750,000
Pittsburg and Connellsville R. R.	750,000
Pittsburg and Steubenville R. R.	500,000
Pittsburg and Cleveland Railroad	150,000
Chartiers Valley Railroad	150,000
	$2,300,000
CITY OF PITTSBURG.	
P., Ft. W. & Chicago R. R.	$200,000
Pittsb. and Steubenville R R.	550,000
Pittsb. and Connellsville R. R.	500,000
Alleghany Valley R. R.	400,000
Chartiers Valley R. R.	150,000
	1,800,000
CITY OF ALLEGHANY.	
P., Ft. W. and Chicago R. R.	400,000
	$4,500,000

The assessed valuation of the property of the county is divided, in round numbers, thus:

Alleghany County, (outside the cities).	$12,500,000
City of Pittsburg	10,500,000
City of Alleghany	3,000,000
	$26,000,000

The proportion of the annual tax on these $4,500,000 of bonds, for which each of the above is responsible, stands thus:

CITY OF PITTSBURG.	
Interest on $1,800,000 bonds issued by herself	$108,000
Her proportion (21-52) of interest on county bonds	55,730
	$163,730
ALLEGHANY CITY.	
Interest on $400,000 bonds issued by herself	$24,000
Her proportion (8-26) of interest on county bonds	15,928
	$39,928
ALLEGHANY COUNTY.	
Remainder of interest (25-52) on her $2,300,000 bonds, left unpaid by the two cities	$66,347

From the above it will be seen that while the county is responsible for an annual interest on these bonds amounting to $66,349, the City of Pittsburg's proportion amounts to $163,730, or almost two and a-half times as much; and by taking in Alleghany City, we find that the country districts owe less than one-fourth the whole interest falling due annually, while of the amount subscribed by the county, Pittsburg has 21-52 to pay; Alleghany City, 6-52, and the country districts, 25-52, or less than one-half of the $138,000 annual interest due on county subscriptions.

Superintendent of the N. Y. Central Road.

The Schenectady *News* referring to the rumors of Mr. VIBBARD's resignation, says: "We are happy to announce, to all who feel interested in the matter, that there is not one word of truth in any such statement, and all that has been said about his intention of resigning is the merest speculation. Mr. Vibbard will attend to his duties so long as his health will permit, which we are glad to perceive is much improved within the last two weeks."

Weverton Branch of Baltimore & Ohio R. R.

On Saturday last a railroad meeting was held at Boonsboro', Washington county, Md., which was numerously attended, and a committee of five appointed to correspond with the President of the Baltimore and Ohio railroad in reference to the proposed branch road to Weverton.

The Iron Trade of Marquette.

The aggregate amount of ore brought down by the Marquette and Bay de Noc Railroad the present season for the different iron companies is as follows:

	Net tons.
Jackson Company	62,980
Cleveland Company	47,889
Lake Superior Company	39,394
Total net tons	150,263

	Tons.
Pig iron for Pioneer Iron Company	3,000
Do. for S. R. Gay	938
Do. for do. by teams	867
Northern Iron Company	50
Total tons	5,350

This may be called a great season's business, when it is considered that there was some interruption in the spring by delay in opening the canal, and still more in the fall by reason of the withdrawal of the sail vessels, and of the repairs upon the road. The Pioneer works, too, have lost considerable time in repairs and making improvements. The aggregate avails foot up as follows:

132,000 tons iron ore, gross weight	$396,000
5,000 tons pig iron	125,000
	$521,000

This will give quite a handsome profit to the Iron Companies. Let us see:

Quarrying the ore at 50 cents a ton would amount to	$75,000
Railroad charges, $1 a ton	150,000
	$225,000
Net profit	171,000

An amount which would pay a good round interest on a pretty big pile of capital.

The product of the iron ore of the mines during the past four seasons has been as follows:

	Tons.
1857	27,000
1858	31,327
1859	80,000
1860	150,000
Total in four years	287,327

The product of pig iron during the last three years has been as follows:

	Tons.
1858	2,000
1859	6,000
1860	5,000
Total in three years	13,000

The two foundries at Marquette have turned out 3,500 tons of castings in two years.—*Marquette Journal.*

Report of the Interior Department.

During the year 3,976,619 acres of the public lands have been sold for cash, yielding $2,021,425 97; 3,879,040 acres have been absorbed by the location of bounty land warrants; 2,037,770 92 acres approved to States under the swamp grants, and 2,665,628 acres under the railroad grants. The number of military bounty land warrants, outstanding on the 30th of September last was 74,468, and they will require 8,196,589 acres of the public domain to satisfy them. The Secretary decidedly approves of the existing land system. The system of surveys is perfect, the price moderate, and the settler is secured in his improvement.

For the completion of the eighth census, the sum of $437,000, as a deficiency, will be required for the current fiscal year, and a further appropriation of $190,000 for the fiscal year ending June 30, 1862; which, with the appropriation heretofore made for this service, will make the entire cost of the present enumeration about $1,642,000. The Secretary recommends the establishment of a bureau of statistics.

The Census of Pennsylvania.

Counties.	1850.		1860.
Alleghany,		99,322	
Pittsb'g C'y,	138,290	49,216	180,074
Alleghany C'y,		31,536	
Armstrong	29,560		36,114
Butler	30,346		33,753
Beaver	26,689		29,321
Bedford	23,052		26,803
Blair	21,777		27,785
Bradford	42,851		50,046
Crawford	37,849		49,041
Clarion	23,565		25,575
Columbia	19,710		24,603
Centre	23,355		27,087
Clinton	11,207		17,722
Clearfield	12,586		18,925
Cambria	17,723		29,313
Erie	38,747		49,697
Elk	3,531		5,848
Fayette	39,112		40,166
Fulton	7,567		9,140
Forest	New County.		889
Greene	22,136		24,406
Huntingdon	24,786		26,167
Indiana	27,171		33,869
Juniata	13,029		16,300
Jefferson	13,518		18,414
Lycoming	26,257		37,560
Lawrence	21,079		23,213
Luzerne	56,072		91,089
Mercer	33,172		37,164
Mifflin	14,981		16,378
Montour	13,287		13,110
M'Kean	5,254		9,000
Northumberland	23,272		29,057
Potter	6,048		11,467
Somerset	24,416		26,920
Snyder	New County.		15,124
Sullivan	3,694		4,140
Susquehanna	28,688		36,665
Tioga	23,987		31,218
Union	26,083		14,222
Venango	18,310		25,189
Washington	44,939		47,319
Wyoming	10,655		12,644
Warren	13,671		19,299
Westmoreland	51,726		54,020
Totals	1,091,723		1,354,888

This list gives us, with the census of the Eastern District, the following total of population and dwellings in the State:

	Population.	Dwellings.	Deaths.
Eastern District	1,559,553	267,840	16,172
Western District	1,354,888	247,007	12,465
Total	2,913,441	514,847	28,937

The population of the Eastern District in 1850 was 1,220,053. and of the Western District 1,091,-723, making a total of 2,311,776. Deducting this from the present population of 2,913,441, we have an increase in ten years in the entire State of 601,-665, or about 26.026 per cent.

Memphis and Louisville Railroad.

The Louisville *Journal* says the grading upon the entire line of the Memphis, Clarksville and Louisville Railroad will be finished by 20th of the present month, and the track will be finished between Clarksville and the Tennessee River, which point is within twenty-six miles of Paris, the terminus of the Memphis and Ohio Road, by the 1st of January. The track is now within five miles of the river, and the work is being pushed with energy. The Clarksville *Chronicle* says that the company laying track from Paris in the direction of Clarksville have five miles down, leaving but twenty-one miles of unfinished road between Louisville and Memphis, and that is promised by the contractors before the 1st of March next.

Cleveland and Pittsburg Railroad.

"In the United States Circuit Court on the 14th inst., an order was granted, on motion of the President of the Cleveland and Pittsburg Railroad Company, giving leave to the Company to execute and issue to Henry C. Kingsley bonds to the amount of $1,300,000 to be used for constructing and extending the road from Rochester to Pittsburg, and a mortgage upon the road, its revenues and property to secure the same, and to execute and issue bonds to James F. Clark to the amount of one million two hundred thousand dollars to be used solely for the purpose of compromising, funding and paying the indebtedness of the Company, and to execute a mortgage as above to secure the same. These mortgages and bonds are to be without prejudice to the existing mortgages and liens on the company's road and property. The expenses of engraving, &c., are to be provided for by the Receiver, Mr. McCullough, out of the funds in his hand. The court also appointed Mr. C. P. Wolcott a Commissioner to examine the reports of the Receiver, and report to the court within sixty days after the filling of each return of the Receivor as to the business of the road, and his receipts and disbursements made under the order of the Court."—*Clevelahd Herald.*

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THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

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WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

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RIO DE JANEIRO, BRAZIL, September 18th, 1860.

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The work is generally heavy, comprising 1,200,000 cubic yards Earth, 250,000 cub. yds. Rock, and 7,500 cub. yds. of Tunnel excavation, 9,000 cub. yds. Bridge, 8,000 cub. yds. Culvert, and 5,000 cub. yds. retaining Wall Masonry, together with iron Bridge Superstructure, permanent way and stations.

At the Company's office in Rio de Janeiro, may be seen plans, profiles and specifications, where sealed proposals for the whole 11½ miles, or any portion thereof not less than 4 miles, will be received until February 28th, 1861, at which time they will be opened and the work awarded.

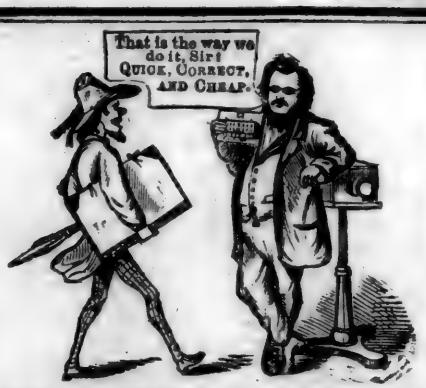
The Directory determine, that the technical direction of the work shall be exclusively in the hands of their own Engineers, but will entertain proposals either with a scale of prices for the various kinds of work, or for the entire construction at a fixed price. In the latter case, the monthly payments will be regulated by a scale of prices.

All payments will be made monthly in cash, a percentage being retained as security for the faithful fulfilment of the contract. This, however, may be dispensed with, in case a deposit is made in money, stocks or bonds approved of by the Directory; in the latter case, the depositor will be entitled to the accruing interest upon said security.

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[COPY.]
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This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

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Please address, **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

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Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well paperred, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.

The above CEMENT is used in most of the fortifications building by government. 45

ROSENDALE HYDRAULIC CEMENT.

ROSENDALE AND KINGSTON CEMENT CO. Manufactory at Kingston, N. Y. on the West Bank of the Hudson River. Office 45 Pine st., New York City.
E. M. BRIGHAM, Sec'y.

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THE Cheapest and most DURABLE **ROOFING** IN USE. Sent to any part of the country with *directions for application.*

GUTTA PERCHA CEMENT ROOFING.

SPECIMENS and *references* can be seen, and any desired information obtained on application, by *letter* or in *person*, at our OFFICE, 510 BROADWAY, N. Y. (Opposite the St. Nicholas Hotel).
JOHNS & CROSLEY.

This Roofing can be applied to new and old Roofs of all kinds. It is FIRE and WATER PROOF.

Gutta Percha Cement applied to Tin and other Metal Roofs will render them perfectly and permanently water-tight.

JOHNS & CROSLEY,
Sole Manufacturers,
510 BROADWAY.

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ROOFING FELT.
THE BEST, CHEAPEST AND
MOST DURABLE ROOFING KNOWN.

THE IMPROVED PATENT ROOFING FELT furnished by the Subscribers is entirely free from the objections hitherto urged against articles that have been furnished under similar names by various parties.

It makes a **light, cheap, durable,** and perfectly **Fire** and **Water-proof Roofing** for **Churches, Farm Buildings, Railroad Depots, etc.**

It forms the best and cheapest lining for Stores, Granaries, Barns and Wooden Buildings, as rats, mice and other vermin will not touch it.

It stands all climates and has been extensively furnished to the British Government for use in their widely scattered foreign possessions. The Turkish Government used large quantities of the Felt for roofing their hospitals and stables in the late war.

In this country first class dwelling houses have been roofed for three years with this Felt, and the owners who used tin now prefer this Roofing Felt.

Also an entirely new, superior and cheap **ROOFING CEMENT** for the above Felt and leaky tin roofs.

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IT HAS STOOD THE BEST OF ALL TESTS—TIME!

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ALL WORK WARRANTED.

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IN Rolls which anybody can put on; waterproof, elastic, durable, fire-proof; needs no repairs; costs about half as much as Tin, and **lasts twice as long.**

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Brunswick, Georgia.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Pacific Railroad Bill.. 1145
Population of Maryland 1145
Industrial Resources of Boston..... 1146
English Decision as to what constitutes negligence..... 1146
Dividends and Interest 1147
Southern Railroad..... 1147
Oswego and Syracuse Railroad..... 1148
Brooklyn City Railroad 1148
Steam Fire Engines..... 1148
New York and Erie Railroad..... 1157, 1149
Share and Money Market..... 1156
2nd, 3d, 8th and 9th Avenue Railroads.1149, 1157
Baltimore and Ohio Railroad..... 1157

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, December 29, 1860.

The Pacific Railroad Bill.

This bill as it passed the House on the 22d provides for one to start from some point of Nebraska, opposite to the state of Iowa, and another to start from a point in Kansas, opposite to the State of Missouri, the two converging at a point not more than 200 miles from the Missouri river, thence proceeding by a single trunk line on the nearest and best route to San Francisco or the navigable waters of the Sacramento, passing in the vicinity of Salt Lake City. The second road is also to consist of two converging lines, resting upon Fort Smith, (Arkansas,) and the Western border of Louisiana, uniting with the South Pacific Railroad, chartered by the State of Texas, and terminating at San Diego.

The bill provides for chartering the company and granting the usual powers with the right of way through the public domain, and 200 feet of land on each side of the road; also every alternate section of land for six sections in width on each side for 200 miles from each terminus, and every alternate section to *twice* that distance for the remainder of the route—other lands to be selected in case those designated shall have been pre-empted. On the completion of the railroad and telegraph for fifty consecutive miles, Messrs. Erastus Corning, Samuel R. Curtis, and Samuel M. Felton are constituted a Board of Commissioners to examine and report upon the work to the President of the United States, who is thereupon to issue patents for the lands granted, and so on as each fifty miles shall be openad. As soon as 250 miles are ready for opening, the Secretary of the Treasury is directed to issue United States bonds to the amount of $15,000 per mile for the *last* fifty miles, and thereafter at the same rate for every mile of road constructed. These bonds are to be of a denomination of not less than $1,000 each, to bear interest at the rate of five per cent. per annum, and be redeemable at the expiration of thirty years. On completion of the entire work an additional sum in bonds of $10,000 per mile for the whole line is to be given by the general Government, the whole to constitute a first and *only* mortgage on the road, its equipment and all other property.

The work is to be commenced within one year from the passage of the act, and built at the rate of not less than 100 miles per annum, the whole to be completed by the 4th of July, 1876, the hundredth anniversary of our national independence.

Assuming that with the aid sought from Government, sufficient means can be raised to build the road, and that the central, including the fork lines, will be 1,600 miles long, its cost to the nation at large would be about as follows:

Right of way.....	$107,000
3,600 sections of land for 600 miles...	2,880,000
12,000 sections of land for 1,000 miles.	9,600,000
Bonds for 1,400 miles at $15,000.....	21,000,000
Bonds for 1,600 miles at $10,000.....	16,000,000
	$49,587,000

This, it will be seen, is equal to $31,000 per mile, in round numbers, three-fourths of it being simply a loan or payment in advance for services to be performed by the company.

Lehigh Valley Railroad.

The receipts of this company in November were about $57,000, and the gross receipts for the year will be about $680,000, showing an increase over the receipts of 1859, of $150,000. The net profits of the company are estimated about thirteen per cent. and have been wholly expended in permanent improvements.

Population of Maryland.

The following table will show the census returns of the State of Maryland, together with the comparisons of the census which was taken in the year 1850. It will be observed that as far as Baltimore city and Howard county are concerned, there cannot be any comparison made, for the reasons that the returns of the seventh census made an aggregate of both Baltimore city and the county, and since that time Howard county was established by an act of the General Assembly of the State, being formed from sections of Anne Arundel and Baltimore counties.

Counties.	Free Inhabitants.		Slaves.	
	1860.	1850.	1860.	1850.
Alleghany	28,680	21,633	844	724
Anne Arundel..	16,179	16,542	7,370	11,249
Baltimore	51,450	.....	3,170	.....
Calvert.....	6,839	3,630	4,513	4,486
Caroline.....	10,409	6,096	739	808
Carroll	23,559	18,667	802	975
Cecil.....	22,391	15,472	951	844
Charles.....	6,846	5,655	9,613	9,584
Dorchester	16,204	10,747	4,123	4,282
Frederick	43,631	33,314	3,248	3,913
Harford	21,747	14,413	1,813	2,166
Kent	10,781	5,616	2,563	2,627
Montgomery ...	13,035	9,435	5,263	5,114
Prince George's,	10,856	8,901	11,656	11,510
Queen Anne ...	11,817	6,936	4,177	4,270
St. Mary's	8,684	6,223	6,550	5,842
Somerset.....	19,976	13,385	5,097	5,588
Talbot	11,077	7,084	3,756	4,134
Washington....	23,122	26,930	1,126	2,090
Worcester	16,555	12,401	3,602	3,444
Howard	10,521	.....	2,894	.....
Baltimore city .	211,824	174,853	2,218	6,718

It will be perceived that the increase of population in the State for the last ten years is 148,531. The decrease in the number of slaves is 4,986; decrease of deaths 3,224, and the increase in the number of dwellings 23,859. It is worthy of remark that the above returns are complete and compiled from the official returns, with the exception of Alleghany county, in which several small precincts in the mountain region of the county are yet to hear from. The total amount of the population in the State is 731,565, whilst that of the year 1850 was 583,034.

Industrial Resources of Boston.

We copy from the Boston *Traveler* the following summary of the number of establishments, amount of capital employed, value of articles used, and the yearly products, in each ward in that city:

Wards.	No. of Establishments.	Capital employed.	Materials used.	Products.
1....	12	$467,000	$700,000	$1,211,000
2....	53	1,802,000	2,620,000	4,669,000
3....	312	2,303,000	5,065,000	8,405,000
4....	218	2,484,000	3,474,000	7,258,000
5....	12	62,000	78,000	256,000
6....	43	120,000	341,000	509,000
7....	77	969,000	2,501,000	3,697,000
8....	69	839,000	573,000	1,979 000
9....	7	28,000	166,000	135,000
10....	62	374,000	365,000	838,000
11....	30	780,000	558,000	2,270,000
12....	42	2,617,000	3,473,000	6,710,000
Total.	937	$12,845,000	$19,852,000	$37,947,000

The following table gives the number of men and women employed, and the amount of monthly pay received:

Wards.	Men.	Pay of Men.	Women.	Pay of Women.
1.....	245	$9,020	62	$800
2.....	1,908	52,890	11	185
3.....	2,780	100,660	619	10,194
4.....	2,599	78,430	2,160	34,341
5.....	115	5,000	24	330
6.....	260	8,500	2	24
7.....	1,120	35,100	1,055	15,100
8.....	727	37,000	208	4,505
9.....	49	8,700	5	70
10.....	535	18,000	29	384
11.....	737	49,000	78	1,566
12.....	2,385	69,400	56	904
Total...	13,410	$471,700	4,309	$68,403

It will be seen by the above that the monthly pay roll for the manufacturing establishments of the city is, for men $471,700: for women $68,403. This amounts to $6,481,206 a year. The above does not include the great building interest of the city. The aggregate of products, as will be seen, is $37,947,000, but there are some omissions, which would have swelled the amount to upwards of $40,000,000. One important omission is that of the great Boston Gas Company, which employs a large number of men, and annually produces gas to a heavy amount in value.

Phœnix Iron Co.

The creditors of this company held a meeting in Philadelphia on the 20th inst. The company asked an extension of one year from Dec. 18, 1860, payable in full, with interest from maturity of new, at the rate of 9 per cent. per annum. This proposition was quite satisfactory to the creditors, who unanimously accepted it. By this arrangement, the works will be continued in full and active operation. The assets of the company are nearly a million and a half in advance of its liabilities, the figures being as follows:

Liabilities of Phœnix Iron Company	$303,008
Liabilities of David Reeves & Son	157,821
Total	$464,839
Assets, including real estate	1,922,656
Surplus after paying liabilities	$1,467,817

The suspension of the Phœnix Iron Company is attributable solely to the political troubles in the South, from which section of the country large amounts are owing. Notwithstanding these difficulties, however, the company is now executing several orders for the Southern States.

Journal of Railroad Law.

ENGLISH DECISION AS TO WHAT CONSTITUTES NEGLIGENCE: DUTY OF RAILROAD COMPANIES AS TO FENCES.

The case of Marfell *vs.* The South Wales Railway Company recently came up in the Court of Common Bench in England. The cause arose upon the question as to what, under the circumstances of the case, was the duty of the company in reference to the closing of a certain gate in a fence which they had erected along the side of their road; and whether the leaving of it open, by which the plaintiff's horse was killed, was such negligence as rendered the defendants amenable to the plaintiff in an action against them for damages.

Besides their own road the defendants were also owners of a tramway, running parallel thereto, and separated therefrom by a fence, also their property, which was continued down to a certain point, where the said tramway crossed the railway; at this point the defendants had placed swinging gates, which it was proved were always open. The plaintiff, being licensed by the defendants, to use the tramway on payment of tolls, was proceeding with two horses drawing certain trains along the tramway, when a train approaching upon the railroad, the fore horse took fright, rushed through the open gate upon the line, and was killed by the engine.

Upon this state of facts the Court held that the defendants were liable to the plaintiff for damages, on the ground of negligence. The following are the opinions of two of the Justices. It appears however, that a dissenting opinion was given by the Chief Justice.

WILLIAMS J. I think the facts show the liability of the defendants. It appears that it was part of the constitution of the tramroad of the defendants, which the plaintiff, together with the rest of the public, was invited by the defendants to use, on payment of toll, that some swing gates should be placed across it at the point where it crossed the railway, in order to seclude the tramroad from the railway, and prevent the perilous position in which horses would be placed who were drawing tram wagons on the tramroad when they approached that point, if there was an open communication between the tramroad and the railway. In order to make the gates available for this purpose, they ought to be kept shut except when the transit of tramway wagons going along the line required that they should be temporarily opened. The tramroad being thus constituted, I think every one who uses it has a right, on payment of toll to expect, and a duty thereupon arises on the part of the defendants, that, as owners of the tramroad and recipients of the toll, they shall employ ordinary care and diligence in the management of the gates, in order that they may afford that security which they are ostensibly intended to afford to those who are using the tramroad. The jury have, in effect, found that the defendants neglected that duty by negligently leaving the gates open at the time when they ought to have been shut, and that the loss of the plaintiff's horse was occasioned by that neglect of duty. It has been argued that, as the plaintiff himself admitted in his evidence that whenever he saw the gates they were open, it ought not to be inferred that he used the railroad on an implied contract that they should be kept shut. But if it was the duty of the defendants towards their customers on the tramroad to use ordinary care and diligence in keeping the gates duly shut, as part of the constituent safeguards of the tramroad held out as such to those who should use it, they are not, I apprehend, the less liable for the consequences of a breach of that duty, because to the knowledge of the plaintiff they have been guilty of previous breaches.

BYLES, J. I am of opinion that the plaintiff is entitled to keep his verdict. The railway, the parallel tramway for horses, and the fence between them, are all the property of the defendants. The fence appears to have had no other purpose than the protection of persons using the tramway. There is in the fence a gate, which is opened for the use of the defendants; the defendants or other persons claiming under them, but not the plaintiff, have a right to open it; the defendants, for reward, license the plaintiff to use the tramway being so fenced; the defendants negligently leave the gate open; the foremost of the plaintiff's team of horses, alarmed by the noise of an approaching train, is driven by fright through the open gate on to the railway and killed. Conceding that the negligence found against the defendants amounts to no cause of action, unless they were under a legal obligation to exercise some degree of care in respect of the gate, the question is this, were the defendants bound to exercise any degree of care? It is not material to inquire what degree, for, whatever the degree, the jury have found that the defendants neglected to exercise it. The facts may be illustrated by a simpler but a parallel case. Suppose the defendants to be owners of a meadow in which there is a deep chalk pit, fenced round by them to prevent cattle falling in, but with a gate in the fence to be used only by the defendants when they should desire to remove chalk from the pit; suppose the defendants for reward to take in cattle to graze in that meadow, the same question arises, are the defendants under an obligation to exercise any degree of care in the use of that gate? It is clear, on the authorities, that they are in the supposed case, bound to exercise care in the use of the gate, and are responsible if they leave the gate open. In the case now before the court, the person using the tramway is equally without control over the gate, for he cannot, without danger, leave his horses in the immediate proximity of the railway by running on before to see if the gate if open, or to shut it if it be open. He requires for his safety a continuous fence; the continuity of that fence is broken by the defendants opening the gate placed there for the use of the defendants; the gate is under their control; they provide the fastenings, and it cannot be touched by the plaintiff without a trespass, except to shut it (if possible) when, by standing open, it is a nuisance in his way. I therefore think the defendants are bound to some degree of care in the use of the gate. That being so, and the jury having found negligence, the damage which the plaintiff has sustained is the proximate and natural result. It was proved that the gate had very often, perhaps generally, been left open; but I apprehend that evidence shows no more than the habitual negligence of the defendants.

Dividends and Interest.

The Cleveland, Columbus and Cincinnati Railroad Company have declared a semi-annual dividend of 5½ per cent. payable February 1. A dividend of 4½ per cent. was paid in July last, making 10 per cent. for the year. The earnings for the year are said to more than justify this liberal division of cash profits.

The Eastern, Mass., Railroad Company have declared a dividend of 2 per cent. payable January 1. This is the first dividend, since the difficulties in which the company became involved by the defalcation of Tuckerman.

The Old Colony and Fall River Railroad Company have declared a semi-annual dividend of 3 per cent. payable January 1.

The Boston and Providence Railroad Company have declared a dividend of 4 per cent., payable January 1.

The Boston and Lowell Railroad Company have declared a semi annual dividend of 4 per cent., payable Jan. 1, to holders 15th inst.

The Providence and Worcester Railroad Company have declared a semi-annual dividend of 4 per cent., payable Jan. 1.

The Middlesex Railroad Company have declared a dividend of 6 per cent., payable Jan. 1.

The Boston and Maine Railroad Company have declared a dividend of 4 per cent., payable January 1.

The Lehigh Valley Railroad Company have declared a dividend of 4 per cent., payable in stock.

The Panama Railroad Company have declared a semi-annual dividend of 6 per cent., payable Jan. 2.

The Western Railroad bonds of Massachusetts have declared a semi-annual dividend of 4 per cent. payable Jan. 1.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of 3 per cent. payable Jan. 2, to the New York stockholders at the Union Bank.

The Worcester and Nashua Railroad Company have declared a dividend of $2 50, payable Jan. 7.

The interest due Jan. 1st on the bonded debt of Virginia, will be paid in this city at the Bank of the State of New York.

The interest on the Ohio State stocks will be paid at the office of the Ohio State Agency, 25 William St., from the 1st to the 15th of January.

The interest on the third mortgage bonds of the New York and Erie Railroad Company, which became due Sept. 1st, will be paid upon presentation to the receiver, in Erie Place. This leaves no over-due interest, except on 4th and 5th mortgage bonds.

The interest on the public debt of Iowa, due Jan. 1, will be paid by Messrs. Atwood & Co.

The interest due Jan. 1 on the Minnesota $250,000 8 per cent. State loan will be paid by Messrs. Clark, Dodge & Co., 51 Wall St.

The interest due Jan. 1, on the State debt of Indiana will be paid by Messrs Winslow, Lanier & Co.

The interest on the debt of North Carolina will be paid at the Bank of the Republic.

The January interest on Green Co., Ills., bonds, and the Joliet and Chicago Railroad bonds will be paid by M. K. Jesup, & Co.

The interest on the bonds of the Central Military Tract, Chicago and Aurora, and Chicago Burlington and Quincy Railroad Companies, maturing January 1, 1861, will be paid by the Bank of Commerce in New York.

The coupons of the Jackson County, Ohio, bonds, due on the 1st of January, will be paid after that date at the Ocean Bank in this city.

Interest coupons of the Third Mortgage Bonds and bonds of 1872 of the Harlem Railroad will be paid on and after Jan. 2, 1861, at the Treasurer's office, corner Twenty-sixth street and Fourth avenue.

The interest due on the bonds of the Cleveland and Toledo Road, due 1st January, will be paid at the Corn Exchange Bank.

The Metropolitan Bank has declared a dividend of 4 per cent. payable January 7. The Bank of America 3½ per cent. payable Jan. 2. The Grocers Bank 3½ per cent. payable Jan. 2. The Peoples Bank 3 per cent. payable Jan. 2. The Bank of North America 3½ per cent. payable Jan. 7. The Mechanics Bank 4 per cent. payable Jan. 2. The Tradesman Bank 4 per cent. payable Jan. 8. The Merchants Bank 3½ per cent. payable Jan. 2. The Merchants Exchange Bank 3½ per cent. payable Jan. 2. The Bank of New York 3 per cent. payable Jan. 2. The Seventh Ward Bank 5 per cent. payable Jan. 2. The Chemical Bank a quarterly dividend of 6 per cent. payable Jan. 2. The Broadway Bank 5 per cent. payable Jan. 2. The Manufacturers and Mechanics Bank 3½ per cent. payable Jan. 2. The Atlantic Bank of Brooklyn 5 per cent. payable Jan. 2. The Bank of Brooklyn a semi-annual dividend of 5 per cent. payable Jan. 2.

The Long Island Insurance Co., has declared a dividend of 10 per cent. payable Jan. 2. The American Fire Insurance Co., an interest dividend of 3½ per cent. payable Jan. 2. The Commonwealth Insurance Co., 6 per cent. payable Jan. 2. The Goodhue Fire Insurance Co., 6 per cent. payable Jan. 2. The Neptune Fire Insurance Co., 3½ per cent. payable Jan. 2. The Mercantile Mutual Insurance Co., 3½ per cent, payable Jan. 2. The Great Western Marine Insurance Co. 3½ per cent. payable Jan. 2. The Mercantile Fire Insurance Company 6 per cent. payable on the 2d January.

Covington and Cincinnati Bridge Company.

A called meeting of this company was recently held in Cincinnati, at which the President, John W. Finnell, Esq., presented the following statement which was read and accepted:

Construction	$253,769 92
Due on stock	98,081 92
Real estate	19,685 73
Thirteen city bonds	13,000 00
Due from city of Covington	28,762 43
	$413,300 00
Receipts from all sources	$294,952 74
Disbursements	321,020 69
	$26,067 95
Resources of the company	$163,071 93
Indebtedness do.	36,280 76
Balance	$126,791 17

—mostly payable in material and service if the work progresses. A committee was appointed to consult with the directors as to the best practical plan for securing the benefits of the bridge enterprise, and to report at an adjourned meeting to be held on the 27th inst.

The Southern Railroad.

We learn from Robert C. Green, Engineer of the Southern Railroad Company, that all the iron is laid on the track between Vicksburg and Meridian, the termini of the road, except about two miles between the Chunkey and Tallahatta bridges, and that portion would have been also laid at least by the 20th of December, but for the recent heavy freshet which considerably damaged the bridge work in progress, on the eastern end of the road. Notwithstanding this unavoidable detention in track laying, Mr. Green hopes he will have the road ready to take the members of the Convention all the way from Meridian to Jackson, by the 7th of January, when that body meets. It may now be confidently asserted that in a few short weeks, the Southern Railroad, in all its length of about 140 miles, to its junction with the Mobile and Ohio Railroad, at Meridian, running due east through the counties of Warren, Hinds, Rankin, Scott, Newton, and Lauderdale, all in the State of Mississippi, will be A COMPLETED ROAD, with an ample equipment of engines and cars, required for the business of the finished road. The credit of building this highly important road is strictly due to its able and indefatigable President, our distinguished fellow-citizen Wm. C. Smedes. No man in the State, undertaking a public work of such magnitude under such disadvantages, has rendered such an amount of valuable and lasting service to the State as he has in the development of its resources, the increase of its population, wealth and social advantages, and for which he is entitled to the eternal gratitude of Mississippi.

There are fifteen cities and villages on the line of the road, viz; Vicksburg, Bovina, Edwards, Bolton, Clinton, Jackson, Brandon, Pelahatchie, Morton, Forest, Lake, Newton, Hickory, Chunkey and Meridian. The eight last named are just springing into life. The oldest of these new stations, Morton, has rapidly grown into the full proportions of a highly respectable village, driving a heavy and brisk mercantile business, shipping its thousands of bales of cotton. By its manifestations of thrift and improvement, with an enterprising population it bids fair to at least retain, if it does not advance beyond its present importance.

Forest, the next station, ten miles east of Morton, has grown with astonishing rapidity. Twelve months ago it had not a single house, now it presents a commanding appearance, and is a place of considerable business, and will ship six or seven thousand bales of cotton next crop, with the prospect at no distant day of being the county seat of Scott county, in the place of Hillsboro'. The other depots farther east, are bran new places. All of them would be good points for business, some of them destined to improve rapidly and become important interior towns, containing at no distant day from 500 to 5,000 inhabitants. Meridian, the eastern terminus of the road, and the future county seat of Lauderdale county, will at once become the most important of all the stations on the road, and will no doubt far outstrip them in rapid settlement, vigorous growth, and permanent prosperity.

We are gratified to learn that the company will be prepared to pay its semi-annual interest debt due on the first of January, notwithstanding the great financial calamity that is now oppressing the whole country. We predict for this road an extraordinary amount of prosperity. How can it be otherwise? In less than a year Alabama will join rails with it at Meridian. The remaining disjointed links necessary to make a continuous railway from Vicksburg to Savannah and Charleston, are being cared for and worked upon with a determined purpose to close those gaps in the shortest possible time, so as to bind together the cotton States on the thirty-second degree of latitude and connect the Southern Atlantic sea coast and cities, with the Mississippi river and the fertile lands lying West of it, and with Texas and California. The peculiar organization of the Southern railroad company gives it very great advantages over any

other road that we know of—its directors are its proprietors; the largest interest they have, is their railroad interest; they are not like ordinary boards of railroad directors, having but a trifling amount stock add being willing to act as the agents of the stockholders merely for the honor of the station, and the privilege of riding free. The gentlemen who are the managers of this road have invested largely of their private means; not one them owns less than one hundred thousand dollars of the stock, some a quarter of a million, and some upwards of a half million. It necessarily follows, that they all feel the deepest interest in the judicious management and well doing of the road, bestowing on it their watchful attention and deep solicitude, and the natural consequence is, that the protection and advancement of every interest of the company will be carefully looked after by the several large proprietors, thereby ensuing the maintenance of the road and machinery in the best and most effective condition; a strict accountability and judicious economy in every department, and the adoption of such a line of policy as to operate the road to the greatest advantage of both the owners and the public.

There will be a very great increase of travel North and East over the Southern railroad as soon as the Mobile and Ohio Railroad reaches Corinth, on the Memphis and Charleston road. Passengers leaving Vicksburg or any point East of it on the line of the Southern Railroad, will take the cars of the Memphis and Charleston road for the Eastern cities, also for Nashville, Louisville, &c. The Mobile and Ohio road expects to reach Corinth some time in January next. The company here will sell through tickets and check baggage through to all points by that route.—*Vicksburg Whig, Dec. 18th.*

Oswego and Syracuse Railroad.

The earnings from operations of this road for the fiscal years ending September 30, 1859 and 1860, were as follows:

	1859.	1860.
Passengers	$63,112 87	$59,581 16
Freight	40,609 49	56,639 21
Mails	3,041 40	3,041 95
Miscellaneous	2,388 84	404 12
Total	$109,152 60	$119,666 44

The expenses of 1859 and 1860 compare as follows:

	1859.	1860.
Maintaining road	$11,882 56	$14,664 75
Repairs and machinery	10,705 61	11,138 48
Operating road	25,734 99	29,114 59
Total	$48,323 19	$54,917,82
Increase in receipts in 1860		$10,513 84
Increase in expenses		6,594 63
Increase in net receipts		$3,919 21

	1859.	1860.
Capital stock	$396,340	$396,340
Funded debt	213,500	213,500
Floating debt	10,875	4,875
Total	$620,715	$614,715
Cost of road and equipment to September 30, 1860		$791,001 72
Do. to 1859		775,677 37
Increase		$15,324 35

Newport and Fall River Railroad.

At a meeting of this company recently held in Newport, the charter of incorporation was accepted and adopted with its amendments. The following are the names of officers chosen: Directors—David Buffum, Benjamin Finch, Joseph I. Bailey, William C. Cozzens, Oliver Chace, and at a subsequent meeting of the Directors, Benjamin Finch was elected President, and David G. Cook, Sec'y and Treasurer.

☞ Gen. Robert Saunders of Williamburg, Va., has been elected President of the Richmond and York River Railroad Company, vice Alex. Dudley, Esq., who declined a re election.

☞ Mr. L. R. Sargent, formerly of St. Louis, and well known as a Railroad Superintendent and Engineer, died at Bristol, Pennsylvania, on the 3d inst.

Brooklyn City Railroad.

The annexed statement is compiled from the annual report of this company for the year ending, Sept. 30, 1860:

Capital stock		$1,000,000 00
Debt, total		180,000 00
Cost of road and equipment, by last report		1,054,107 86
Cost of road and equipment by present report		1,265,225 96
Length of road built, 4½ miles.		
Number of four-wheel city cars seating 20 persons, 141.		
Number of omnibus cars, 17.		
Number of passengers carried, 10,477,984.		
Exp's of maintaining road	$8,535 72	
Exp's of operating road.	401,246 61	$405,959 33
Earnings from passeng's.	$511,470 19	
Other sources	9,284 99	520,855 18
Payments—		
Operating expenses	$409,959 33	
Dividends 8 per cent	80,000 00	
To surplus fund	31,552 98	$521,655 16
Total am't of surplus f'd, Aug. 1, 1861.		119,756 08

Philadelphia and Baltimore Central R. R.

This road was opened to Oxford on the 22d inst. Oxford is a thriving village of Delaware county, Pa., situated near the head waters of the Elk river, and about five miles from the Maryland line. A little over one-half of the road is now completed, and, the friends of the enterprise are in strong hopes of finishing the work to Baltimore within the next two years.

The Steamship John P. King.

This vessel which was destroyed by fire at our wharves a short time since, was nearly ready to make her first trip from New York to Charleston. The *Courier* published in the latter city says:

The South Carolina Railroad and Georgia Railroad Companies owned stock in this ship to the amount of $45,000, and about 72,000 were owned in this city, and the remainder by Spofford, Tileston & Co. of New York. The ship was estimated at $220,000 in cost, and there are policies sufficient to replace nearly that amount.

The committee of the Charleston Stockholders in the New York and Charleston Steamship Line have returned from New York, and report that the line will be continued, and that no obstructions are expected on account of any action of the State of South Carolina. Assurances have been given that all necessary conditions will be met.

Pensacola and Georgia Railroad.

The bridge over the Suwannee river, the only gap on this road, was finished on Friday, the 7th instant, and the train from Tallahassee passed over it that evening, thus connecting the cities of Jacksonville, on the St. Johns, and St. Marks, on the Gulf, with a continuous railway communication. The completion of this link is of considerable consequence to our city. At nearly all the stations west of Columbus on the Suwannee, large quantities of cotton were awaiting shipment, most of which would find its way to the east over this new channel, and will find shipment at Jacksonville or Fernandina, to New York, Charleston, or Savannah. The entire distance from Tallahassee to Jacksonville is 166 miles, and from St. Marks to Jacksonville 186 miles, and the time between St. Marks and Savannah will be reduced to 21 hours by the new schedule, which will go into effect in a few days.—*Savannah Republican.*

Revenues of the Island of Cuba.

According to the official report recently published, the public revenues collected by the Treasury department during the month of October last, amounted to $1,417,333 12—being for *Rentes Maratimas* $779,920 98, and for *Rentes Terrestres* $637,412 14. During October, 1859, they were $825,990 97 and $635,890 88 respectively. The decrease in the former is $46,069 98, with an increase in the latter of $1,521 25—the total decrease being $44,548 73.

Growth of Connecticut.

The following table gives a summary of the new census as complete as practicable, and will interest the public:

Counties.	1840.	1850.	GAIN.	1860.	GAIN.
Hartford	55,629	69,957	14,328	90,065	20,108
N. Haven	48,619	65,588	16,969	97,462	31,874
N. London	44,463	51,812	7,349	61,832	10,020
Fairfield	49,917	59,775	9,858	77,685	17,917
Windham	28,080	31,081	3,001	34,618	3,536
Litchfield	49,448	45,253	4,805	47,866	2,613
Middlesex	24,879	27,216	2,337	31,086	3,870
Tolland	17,980	20,091	2,111	21,224	1,133
	310,015	370,782	60,758	461,838	91,065

The gain for the last ten years is greater than for fifty years, from 1790 to 1840.

Steam Fire Engines.

We copy the following report of a committee of citizens, made to, and adopted by the City Council of Columbus, Ohio, in relation to a Steam Fire Engine, built for that city by Messrs. Silsby, Mynderse & Co., of Seneca Falls, New York, of which C. W. Copeland, Esq., Civil Engineer, No. 122 Broadway, N. Y., is agent. The committee, after a careful examination of the engine, and trials of its working, unanimously submitted the following report:

The rotary principle as here applied together with the improvement in the construction and capacity of the pump, have in the opinion of the committee, fully obviated the many long existing objections to rotary engines and pumps for this service; and the committee feel that it is due the makers of this engine to say that the material used in her construction and the workmanship meet their unqualified approbation; the machine being a masterpiece of mechanism. The power and capacity are beyond doubt, adequate to any emergency, as the number and variety of the severest trials and tests to which the engine has been subjected, have fully demonstrated.

With great simplicity and durability, it combines power to an almost incredible degree, and yet working without friction, labor or movement of carriage, is under instant and perfect control, giving spectators and operatives the fullest confidence in their security; sensitive to one of the sudden mishaps incident to the service for which the engine was constructed and is so well adapted. These are considerations deserving of special mention by the committee.

The activity, also, with which this engine can be handled, only two horses being required to move it with great rapidity to any part of the city, is to be taken into account; nor is it unreasonable to say that the usual number of men composing a hand engine company can, in good time and with great facility run it to a fire, should the horses at any time be found disabled.

The committee here express their obligations for the prompt and satisfactory responses of the manufacturers to a call of the city for a first-class steamer. The early delivery of one in charge of the senior of the firm, Mr. Silsby, whose experience and personal services during the two days trial and experiments with the engine, have been as valuable to the committee as their intercourse

with that gentleman has been agreeable. No trial, however severe, has been suggested that he has not promptly and cheerfully acquiesced in, and proposed others of importance as showing the power and adaptation of the steamer for service here where the river is likely to be for many years the dependence for water in case of fire. This engine has not only power to supply from the river, but has demonstrated a capacity for throwing from the river on to the church at Third and State streets.

The committee, with an unanimity not common, and an unusual degree of confidence, recommend the purchase of this steamer, and as the city is to be supplied with two, suggest to the Council the purchase of another of a corresponding construction, power, size and weight of the same makers.

The conditions of the agreement in the case requiring a certificate from the committee for publication, the following is annexed as part of the report:

The undersigned committee on the examination and trial of one of Messrs. Silsby, Mynderse & Co.'s Steam Fire Engines, certify that the conditions of the agreement by and between the City of Columbus, Ohio, and the said firm of Silsby, Mynderse & Co., of Seneca Falls, N. Y., for a first-class Steam Fire Engine, have, by the party of the second part, been fully complied with, and the engine now here in the service of the city is such a one as is provided for in said agreement.

JOHN MILLER,
Chief Fire Department.

JOHN S. HALL,
CHAS. AMBOS,
WM. A. GILL,
J. W. OSGOOD,
} Committee of Practical Engineers.

A statement of the various tests to which the engine was subjected accompanied the report.

The following resolution was then offered by Mr. Riley of the City Council and unanimously adopted:

WHEREAS, The Council, by resolution passed on Monday evening, Nov. 19, 1860, instructed the Standing Committee of the Fire Department to purchase, immediately, two first-class steam engines, and one hand machine equipped; and,

WHEREAS, A committee of practical engineers, citizens of Columbus, have presented a unanimous report in favor of the steamer manufactured by Messrs. Silsby, Mynderse & Co., which machine has been on exhibition and trial several days, since which time, the expression favorable to increase of steam power in lieu of hand engines, is found to be quite general. Therefore be it

Resolved, That so much of the resolution instructing the purchase of a hand engine, &c., be, and is hereby rescinded, and a first-class steamer for hard service be substituted; provided such substitution, or change, does not involve an expenditure greater than the sum contemplated by said resolution for the purchase of a hand engine; and provided further, that a contract giving terms and conditions shall first be submitted and confirmed by the Council.

New York and Erie Railroad.

The report of the Receiver of the Erie Railroad for the year ending Sept. 30 last has been made public. The total earnings for the year have been $5,180,321, expenses of all kinds, $3,352,915, net earnings $1,827,406, of which the interest on the mortgage debt, and rents of connecting roads consumed $1,508,539, leaving $310,818 78 to apply to the interest on the unsecured bonds amounting to $6,660,500. This is equal to about 4¾ per cent. The gross increase in the traffic of the road over the previous year was $698,172 38, of which $688,473 97 was in freight. The increase of net earnings was $388,425 55, The increased expenses are $303,348 of which $92,026 is for freight cars, $71,155 is for fuel, $21,128, for track repairs, &c.

The following is a statement in detail of the operations of the road for the year:

Earnings	1860.	1859.
From freight	$3,884,343 54	$3,195,869 57
From passengers	1,180,957 55	1,154,083 53
From mails	98,144 91	97,851 62
From other sources	16,875 70	34,344 60
Total earnings	$5,180,321 20	$4,482,149 32
Exp's. incl'g. taxes	3,352,915 30	3,043,168 67
Net earnings	$1,827,405 90	$1,438,980 35
Office and Station Expenses.		
Office expenses and stationery	$44,158	$39,881
Agents and clerks	199,046	142,588
Labor, loading, unloading	186,802	129,798
Cost of Running.		
Porters, Watchmen, Switchmen	41,996	45,633
Wood and water st'n attend'ce.	6,626	7,258
Fuel, first cost and labor	423,446	352,291
Passenger conduct's., baggage and brakemen	67,182	67,786
Freight cond'rs and brakemen.	125,080	83,098
Pass. enginemen and firemen.	61,739	60,932
Fre't. enginemen and firemen.	133,619	108,594
Oil and waste for Pass'r engine and tender	15,117	16,684
Oil and waste for freight engine and tender	35,397	29,175
Oil and waste for Pass'r and baggage cars	3,168	2,695
Oil and waste for freight cars.	21,238	19,442
General Expenses.		
Loss and damage of goods and baggage	16,058	7,990
Damages for injuries to persons	1,242	3,707
Damage to property	298	12,818
General Superintendence	47,296	52,343
Contingencies	47,234	61,395
Repairs of Engine and cars.		
Engines and tenders passenger	82,471	84,659
Engines and tenders freight	172,668	158,552
Passenger and baggage cars	97,917	101,922
Freight cars	318,262	221,285
Tools and machinery in shops	27,334	20,465
Incidental expen's about shops	24,461	22,817
Repairs of track and Roadway.		
Road bed	66,821	126,029
Track	765,826	735,696
Fences, gates, &c.	23,184	20,208
Repairs of Structures.		
Truss bridges	46,672	46,022
Pass., wood and water stations	30,581	33,151
Engine and car houses mach'y and workshops	4,344	13,218
Incidental.		
Sup'dence and office expenses	2,554	2,543
Contingencies	7,930	2,996
Miscellaneous.		
Ferry	102,531	99,073
Expenses of opening telegraph	30,689	36,148
Total	$3,276,995	$2,978,646

MEMORANDUM.

Gross earnings for year ending Sept. 30, 1860		$5,180,321 70
Transportation expen's 63.24 per cent	$3,276,995 48	
Taxes	75,920 32	
Fuel destroyed by fire.	1,560 70	
Disc't on currency &c.	3,747 32	
Lake Erie propellers..	2,739 97	3,360,963 79
Net earnings for the year 1860		$1,819,357 91
Int'st on mortg'e debt ($19,691,500,) same time		1,370,139 13
Leaving		$449,218 78
From this deduct for		
Rent of Union Railroad..	$83,400 00	
Rent of Chemung R. R..	30,000 00	
Rent of Elmira, Jefferson and Canandaigua R. R.	25,000 00	138,400 00
Leaves applicable to int. on $6,660,500 of convert. and sink'g f'd bonds		$310,818 78

RECEIVER'S CASH ACCOUNT, *from Aug. 16, 1859 (date of Receivership), to Sept. 30, 1860 thirteen and a half months.*

Receipts from all sources		$7,286,733 12
DISBURSEMENTS.		
Paid labor performed and supplies furn'd, previous to Aug. 16, 1859.	535,444 52	
Paid ticket balances	11,495 36	
Paid rent of railroads	44,549 35	
Paid old acceptances—Post office certificates pledged	44,000 00	
Paid on judgment rendered before appointment of Receiver	98,020 41	
Paid on tax. of State of Penn., year '58	10,000 00	
Total	$741,510 14	
Paid labor and supplies, incurred since August 16, 1859	$3,488,529 72	
Paid taxes incur'd since Aug. 16, '59	65,920 82	
Paid R. R. iron used in repairs of road Aug. 16, 159—10,077 tons	354,856 08	
Paid ticket balances, Aug. 16, 1859.	82,385 06	
Paid charges on fre't, Aug. 16, 1859.	1,027,314 56	
Paid construc'n work, Aug. 16, 1859	241,053 62	
Paid rent of railroads, Aug. 16, 1859	142,217 81	
Paid Long Dock Company for int'st.	97,885 89	
Paid expenses of foreclosing mortg's.	52,119 90	
Paid int. on 1st & 2d mortg'e bonds*	696,920 00	
Total	$6,249,152 45	
Grand total	6,990,662 59	
Balance of cash on hand	296,070 53	

*One year's interest on the 3d mortgage bond, amounting to $420,000, was paid in October, 1860.

MATERIALS AND FUEL ON HAND.

Fuel	$215,789 26
Piermont shop	73,577 17
Susquehanna shop	84,915 02
Elmira shop	16,559 44
Dunkirk shop	29,854 41
Bridge shop	8,656 47
Materials on Line	182,376 49
Oil and waste	2,165 52
Car Inspection department, Eastern Division	21,135 44
Car Inspection Department, Western Division	11,860 73
Printing Office	9,021 70
Total	$555,681 65

The following is a statement of the monthly earnings and expenses for 1859 and 1860:

	1860.		1859.	
	Traffic.	Expen's.	Traffic.	Expen's.
October	$473,775	$262,179	$457,924	$308 818
November	499,427	279,221	446,101	296,601
December	409,131	307,124	383,426	280,420
January	336,891	241,869	309,250	212,028
February	303,279	223,172	300,999	195,857
March	426,470	239,236	372,287	216,299
April	462,816	286,366	374,476	234,457
May	419,991	279,603	345,612	261,084
June	401,560	282,140	330,766	266,662
July	371,256	291,517	319,955	237,791
August	477,883	306,424	378,555	253,886
September	598,341	354,064	462,797	277,242
Total	$5,180,321	3,352,916	4,482,149	3,043,169

Ninth Avenue Railroad.

The condition of this company at the close of the fiscal year, Sept. 30, 1860, was as follows:

Capital stock	$800,000 00
Amount stock subscribed	799,200 00
Amount stock paid in	795,360 00
Cost of road and equipment	397,832 56
Length of road built, in miles	4¼
Number of cars	42
No. of pass'gers carried	1,984,341
Expenses of maintaining the road	2,061 74
Expenses of repairs of machinery	2,367 27
Expenses of operating the road	31,834 37
Earnings from passengers	99,217 07
Payments for transportation	70,958 72

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,958	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
23 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	336,010	109,500	21,832	518,965	30.3	.....	55,791	31,352	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	.....	.....	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,407	802,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,335,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,166	260,269	6	—
5 Dec. '59	—	—	—	209.5	...	...	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	—
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	—
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,332,432	72.4	.....	844,772	502,579	10	150
31 Dec. '59	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,506	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	980,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	610,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	.....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
... ... '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,679	594,836	19.3	.....	10,255	1,504	—	.....
... ... '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,038	265,827	8	125
... ... '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,164,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,353	13	.....
30 Sep. '59	138.0	—	.....	—	62	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
... ...	220.0	—	.....	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	.....	63
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,232	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	47½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	64
... ... '57	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	66
... ...	—	—	—	31.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ...	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
... ...	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	.....
... ...	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ... '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,839	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
... ...	1.0	—	.....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,606,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
... ...	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
... ...	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	936,061	1,219,100	51,772	2,233,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
21 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,323	—	.....
... ... '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
... ... '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
... ... '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
... ... '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,763	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
... ...	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	.....
1 Jun. '59	11.2	—	.....	67.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
... ... '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
... ... '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—	12	10	166	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	.....	1,682,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,760	60.0	.....	163,288	94,995	—	.....
... ... '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
... ...	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
... ...	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	892,922	58,744	80,384	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siddings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 381	*	—	151,883	444,638	160,910	757,351	36.5	.....	40,155	24,676	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,220	6	—
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,064	208,299	104,029	6	96
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	550,600	—	.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	51¼
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,280,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	26.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	485,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,026	450,096	8	109
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316.522	654,673	337,646	7	106½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,761,512	83.7	511,046	1,067,071	311,525	7	103½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,355	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,162	343,915	—	69½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,486	267,450	6	99½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	663,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	...	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	—
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,468	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	...	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	30.5	...	...	...	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,332	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	18
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	...	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,360	188.0	.....	365,035	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ...	—	—	—	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	4¾
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,524	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	18
-- -- --	—	—	—	89.8	...	...	...	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	...	...	...	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	...	...	...	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	...	...	...	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	...	...	...	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	...	...	...	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	...	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	...	...	...	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	...	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,000	6,018,106	168.0	.....	256,159	.....	—	—
... ...	—	—	—	.....	...	...	...	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
29 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,057	8,203,000	784,837	12,288,494	182.0	.....	676,310	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	...	...	...	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	.....	.....	.....	.....	—	—
31 Oct. '58	86.5	—	.....	—	...	...	...	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	506,000	—	—	246,018	159,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,850	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	239	Cheshire	2,753,697	322,257	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	52½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	96
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,166	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82 0	268.557	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	183,888	.....	76.0	.....	269,605	127,241	—	—
30 Nov. '59	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	117½
30 Nov. '59	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	—
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,709	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	106
1 Mar. '60	—	—	—	2.9	...	...	...	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	—
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	8	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	$210,685	94,809	5¾	—
30 N v. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,244	3,360	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135	436,085						
30 Sep. 58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,033		439,005	1,575,099	60,000		32.9	93,894	84,119	11,215		
30 Sep. '59	38.3		34.0					Albany and West Stockbridge	2,392,984	*		1,000,000	1,932,984		2,392,984	ope	r. by W	estern.		6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,406		804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952		
30 Sep. '59	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000			14.8	20,647	26,858	13,429	5	
30 Sep. '59	142.0		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	236.0	487,589	541,249	172,321		
30 Sep. '59	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	4½	
30 Sep. '59	17.4		2.1					Chemung	400,000	*		380,000	70,000		450,000	ope	r. by N.	Y. & E.	24,000	6	
30 Sep. '59	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000			500,000	ope	r. by Re	ceivers.	30,000	6	
30 Sep. '59				63.2				Erie and New York City	287,357	*		352,741	14,000	23,716	395,457						
30 Sep. '59				15.0				Genesee Valley	329,225	*		75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.			
30 Sep. '59	17.3		0.5		4	3	50	Hudson and Boston (West'rn)	143,000	27,000		175,000				17.3	57,065	63,803	11,999	6	
30 Sep. '59	144.0		106.5		52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644		150.0	700,224	1,842,636	770,096		40
30 Sep. '59				73.8				L. Ontario, Auburn & N. York	74,203			75,771									
30 Sep. '59				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856							
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,128	334,195	147,084		9½
30 Sep. '59	297.8	258.1	313.8		211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	75
30 Sep. '59	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0	3,019,000	4,282,149	1,404,837		34
30 Sep. '59	130.8	2.1	30.9		33	93	576	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640		152.9	621,747	975,853	358,792		14½
30 Sep. '59	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,500,000		4,799,287	121.8	347,800	382,932	120,850		
30 Sep. '59	35.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,875		35.9	69,759	109,152	60,829	8	
30 Sep. '59	75.4		2.0		6	4	33	Pottsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571		
30 Sep. '59	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000		901,025	48.2	61,900	235,902	108,769	6	
30 Sep. '59	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	
30 Sep. '59	18.0		1.0			2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	66,810		18.0	17,620	12,025			
30 Sep. '59	21.0		1.6			3	10	Saratoga and Schenectady	480,684	*		300,000	85,000		385,000	ope	r.by Ren	s. & Sar.	30,150	7	
30 Sep. '59	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000		895,000	54.5	107,506	154,099	7,493		
30 Sep. '59				13.2				Staten Island	114,016	*		50,603	41,200	22,686	114,489						
30 Sep. '59	11.0		....					Brooklyn and Jamaica	369,856			284,550	85,000			ope	r.by Lo	ng Isl.	37,560	9	
30 Sep. '59	81.3		7.1		13	12	117	Syracuse and Binghamton	2,851,292	*		1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155		
30 Sep. '59	27.2		3.2	7.7	10	6	76	Troy and Boston	1,366,826	142,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010		
30 Sep. '59	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731	ope	r. b.Hud	s. River.		6	
30 Sep. '59	2.1		2.1					Troy Union	732,114	*		300,000	680,000		732,114	ope	r. by oth	er Co's.			
30 Sep. '59	96.8		11.0		7	11	238	Watertown and Rome	1,839,787	319,715		1,498,500	635,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	
								NORTH CAROLINA.													
31 May, '60	94.9		6.4		....	....	....	Atlantic and North Carolina	2,157,508	*		1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572		
-- -- '58	223.0		....		....	....	....	North Carolina	4,235,000	*		4,000,000				223.0	.....				
-- -- '59	97.0		....		....	....	....	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0	.....	206,917	108,541		
30 Sep. '59	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793		
30 Sep. '59	161.9		....		24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
16 Mar. '58				43.0				Western North Carolina	190,793	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58			....		....	....	....	Atlantic and Great Western	613,231	.....	.....	886,939	.....	77,294	.....	.....	.....	.....	.....	.....	
31 Dec. '59	118.2		....		17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508		
1 Aug. '59	137.0		....		41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356		
31 Mar. '59	60.3		....		22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,156,800	1,411,000	32,618	3,650,710	60.3	.....	439,437	249,666	7	70
-- -- '59	37.0		....	62.1				Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....		49
1 May, '59	131.8		....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '58	135.4	5.8	....		42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	90
31 Dec. '59	67.0		....	18.0	10	6	206	Cleveland and Mahoning	1,920,953	*		580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282		89½
31 Dec. '59	95.4	1.2	37.9		31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,603	3,000,000	1,657,000	35,500	4,812,201	98.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....		42	....	....	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,098	4	8½
30 Apr. '59	109.2	79.4	....		32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	28
31 Dec. '58	61.4		....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763		
31 Dec. '58	72.0		....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0		....		....	....	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054		
31 Aug. '58	36.6		....		6	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253		
31 Aug. '58	16.0		....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000		
31 Dec. '58	45.0		....		6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615		
-- -- '59	36.0		....	84.0	....	....	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
31 Aug. '58	32.0		....		6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573		
30 Nov. '58	13.0		....	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965	.....	13.0	24,000	31,126	10,469		
30 Nov. '58	83.5		37.8		39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	70
31 Dec. '58	173.8	21.6	....		33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452		
30 Apr. '59	192.3		....		48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441		1½
31 Aug. '58	117.0	8.0	....		17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....		
30 Jun. '59	153.9	52.0	....		39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894		
30 Dec. '58	116.0	9.0	....		13	20	206	Sandusky, Mansfield & New'k	2,141,811	*		828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371		
30 Nov. '58	55.6		....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100		
31 Aug. '58	19.5		....	23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8		....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....		
-- -- '58	243.0		....		35	18	580	Toledo, Wabash and Western	10,542,000	*		5,573,000	7,650,000		11,223,000	250.0	.....	676,022	159,709		
								PENNSYLVANIA.													
30 Nov. '59	45.0		3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300		1,600,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000		
31 Aug. '59	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5		3.0		22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571		1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438		10
30 Sep. '59	52.5		3.2		11	8	66	Cumberland Valley	1,225,971	*		981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	
31 Dec. '59	110.8	2.3	36.0		....	....	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609		75
30 Nov. '59	36.3		2.3		3	3	....	East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3	.....				
30 Sep. '59	18.6		1.0		....	....	....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	
31 Aug. '60	36.9	18.6	21.9					Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,435	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267		
31 Aug. '59	30.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600		
30 Nov. '59	45.7		....	20.2	15	6	....	Lehigh Valley	.....	*		1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5		9	....	....	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....		19
31 Dec. '59	20.0		4.0					Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,694,228	206,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	
30 Nov. '59	55.6	10.1	9.7		16	15	531	North Pennsylvania	5,449,061	366,997		3,155,529	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	.....	86½
31 Dec. '59	330.0	56.0	350.0		213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,356	2,231,617		74
30 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000			250,000	50,000	.....	20.0	.....	. 1,637	.....		
30 Sep. '59	17.0	7.0	....		16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	.....	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	.....	
30 Nov. '59	147.4	4.0	61.0		149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	.....	34
31 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy	.....	125
31 Oct. '59	96.0	6.0	....		31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	6,600,000	2,498,425	370,078	8,468,513	——	11 mos.	1,095,168	427 596		36

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	—	60,438	—	—	—
30 Nov. '59	467.5	—	56.3	—	96	85	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,583,547	17,269,419	467.5	1,859,031	1,965,988	674,055	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	568,150	*	—	568,150	.....	.....	573,616	24.5	.....	54,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,269,070	861,271	10,169,869	148.0	.....	.....	.....	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,097	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	—
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	580,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,506,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,537	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,366	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— —	'58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan.	'59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,671	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July	'58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,627	.....	.....
28 Feb.	'59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '58		136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,005	820,511	7	.....
31 July '58		25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
1859	.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,485	—	.....
1859	.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,716	187,466	—	.....
1859	.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	378,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	878,597	—	.....
1859	.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	.....	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,903	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,066	—	.....
1859	.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,594	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859	.....	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,709	.....	159.0	117,895	675,832	310,199	3	.....
1859	.....	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	.....	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— —	'58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— —	'58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— —	'60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May	'60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— —	'59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— —	'59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May,	'59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	92,122	82,001	—	.....
31 Aug.	'59	119.6	—	15.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug.	'59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun.	'59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun.	'59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	oper	r. by Vt.	Central	.....	—	72
31 Aug.	'59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,996	10,493	—	.....
31 Aug.	'59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	oper	r.b.Troy	& Bost.	55,558	—	.....
								VIRGINIA.													
31 Aug.	'59	41.3	—	—	122.1	.....	.....	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	.....
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep.	'59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep.	'59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,156	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep.	'59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep.	'59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep.	'59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep.	'59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	80
30 Sep.	'59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	76½
30 Sep.	'59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,806	26,853	.....	43.5	1,058,054	168,753	79,585	6	64
30 Sep.	'59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan.	'60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep.	'59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	804,195	652,405	382,696	4	80
30 Sep.	'59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep.	'59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec.	'59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar.	'59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10.414,066	996,587	22,282,653	199.8	.....	432,454	.....	—	.....
31 Dec.	'58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,90 ,55	40.0	74,243	159,456	82,182	—	.....
— —	'57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec.	'58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,552	8,506,545	234.4	.....	883,186	429,943	—	9
— —	'57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan.	'58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
— —	'58	10.0	—	.....	55.0	.....	.....	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July	'59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
— —	'59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
— —	'59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	.....
30 Sep.	'58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	12
— —	'59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,221	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	38
— —	'59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,061	.....	.....	—	.....
— —	'59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	98.6	254,530	.....	.....	—	.....
— —	'59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— —	'59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov.	'58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
— —	'59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
— —	'59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec.	'58	43.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	43.7	.....	1,925,444	1,300,100	15	116

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60–'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	78½
" "	1,000,000	6	1867.	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	280,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	780,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1rt Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	90
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	33
2d Mortgage	2,000,000	---	------	16
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	82½
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	97½
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Ipcome (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	67
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	45
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New. Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98⅔
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,055,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	94½
2d Mortgage (S. F.)	1,738,000	7	1875	87
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,360,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	58
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'60–'70	100
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1877	80½
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	88
Construction	4,115,000	6	1875	88½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	82
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	302,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		14
2d Land Grant (Western Div.)	353,600	†		14
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	84
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		90
1st Mortgage (convertible)	500,000	8		92
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	68
Detroit and Toledo	336,000	†	1878	
General Mortgage (S. F.)	2,458,000	†	1885	70
2d Mortgage	2,175,000	†	1877	49
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,365	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	209,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1860	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	95
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	90½
Premium Consolidated Stock	8,000,000	6	1883	90½
Real Estate	221,000	6	1883	90½
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	100
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	86
4th Mortgage (convertible)	3,729,000	7	1880	78
5th Mortgage	1,277,000	7	1883	77
Unsecured (convertible)	2,618,000	7	1871	57
Unsecured (convertible)	2,443,000	7	1862	48
Sinking Fund	2,193,000	7	1875	48
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	600,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1850	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		90
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1885	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,672,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	616,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1854	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1870	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'66–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1863	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1860	
Richmond and Petersburg:				
Coupon	150,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
*Vermont Central:				
1st Mortgage	----	---	------	16½
2d Mortgage	----	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	----	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	563,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1890	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'68-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----	----	----	----
----	----	----	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	393,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Dec. 26, 1860.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
FEDERAL STOCKS:—						
U. S. 5s, 1874	----	95	----	----		95
U. S. 5s, 1865	----	----	----	----		----
STATE STOCKS:—						
California 7s	----	83	----	----		83½
Georgia 6s	----	----	----	----		----
Illinois 5s	----	----	----	----		----
Indiana 5s	----	----	----	----		----
" 2½s	----	----	----	----		----
Kentucky 6s	99	----	----	----		100
Louisiana 6s	----	----	----	----		----
Maryland 6s	----	----	----	----		----
Michigan 6s	----	----	----	----		----
Minnesota 8s	----	----	----	----		----
Missouri 6s	----	----	----	----		----
New York 5s, 1874	70	68½	70	68	----	69
" 6s, 1865	----	----	----	----		----
North Carolina 6s	80½	79	79½	----		----
Ohio 6s, 1860	----	----	----	----		----
Tennessee 6s, 1890	77½	76½	78	----		77
Virginia 6s	77	78½	79	78	----	78
RAILROAD SHARES:—						
Chicago, Burl. and Q.	66	63	64	63	----	----
Chicago and Rock Isl.	50	49½	52	----	----	50
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	9	9	----	----	----
Clev. and Toledo	29	29	29½	29	----	28
Del., Lack. and West.	----	----	----	80	----	----
Galena and Chicago	65	63	64	63½	----	64
Hudson River	43	42	43	43	----	43
Illinois Central (scrip)	67	67	66	65	----	66
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	48½	48½	49	48	----	48½
M. S. and N. I. guar'd,	31	30	32	32½	----	31
M. S. and N. I.	14½	13½	14	14	----	----
Milwaukee and Miss.	8	----	----	----	----	9
New Jersey Central	----	----	----	----	----	----
New York Central	76	75	75	74½	----	75
New York and Erie	30	32	36	35	----	34
N. York and Harlem	14	14	14½	14	----	14½
N. Y. and H. "pref."	35	34	35½	----	----	----
Panama	117	119	121	117½	----	116
Phila. and Reading	36	35	36½	35½	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	39	39	39½	----		38
" " 2d M.	17	----	17	----	----	----
" " S. F.	----	----	75	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	71	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	89	----	----	----	----	89
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	58½	56	58	57	----	58
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2M. 7 p.c. '60	----	----	----	----	----	----
" 3M. 7 p.c. '75	80	----	82	83	----	----
Illinois Centr. 7 p.c. '75	89½	88	----	----	----	----
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	60	60	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	95½	95	95	----	----	95
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	77½	----	----	----
" " 2d M.	49	50	----	----	----	----
" " S. F.	70	----	70	----	----	70
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	100	----	----
" 2 M. 7 p.c. '59	----	----	95	----	----	----
" 3 M. 7 p.c. '71	----	----	86	----	----	----
" 4 M. 7 p.c. '80	----	----	78	----	----	----
" 5 M. 7 p.c. '88	75	75	77	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	57	57	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	94	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. s'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	89	89	91	90	----	91½
America, Bank of	----	----	105	105	----	95½
Commerce, Bank of	90	----	----	----	----	96
Merchants' Exch. B'k	98	----	99	99½	----	98
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	----	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	83	82	83	----	----	----
Cumberland Coal Co.	8	8	----	8	----	----
Penn'a Coal Co.	73½	----	75	----	----	----
Pacific Mail S. S. Co.	53	51	52	52	----	52
Canton	----	15	15	----	----	----
Brooklyn Water W's.	99½	99½	99	----	----	100½

The following are the closing prices in the London Market on the 14th December:

United States 5 p. c. red. '74	90	to	93
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	85	to	87
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	70	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	86	to	88
Do. do. 1st mortgage (sinking fund), 1882	86	to	90
Do. $100 shares	55	to	60
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	78	to	80
New York and Erie 1st mortgage 7 per cent. 1867	91	to	92
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented.	79	to	81
Do. Bonds, 1862, '71, '75 do.	57	to	59
Do. Shares, assented	34	to	34⅛
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	88	to	90
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, December 29, 1860.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The share market presents the same unsteadiness which has characterized it for some time past, dancing attendance on the public sentiment in reference to our political affairs which is hopeful to-day and despairing to-morrow. The tone throughout the week has been a gloomy one. This is caused, in part, by the great defalcation in the Department of the Interior at Washington—the abstraction of the funds belonging to the Indian Department to the amount of nearly $1,000,000. This affair, and the probability that nothing can be effected in the present Congress by way of composing our political difficulties, has given a downward turn to the market. In the meantime, the traffic of our railroads remains fair and promises to be better than the past winter. A great cause of embarrassment has been the difficulty in negotiating exchange, and the very low price of bills. This is likely to be removed, to a great degree, by importations of gold, to pay for our staples. The balance of trade is now decidedly in favor of the United States, and must continue so for some time to come. Our crops are going forward at fair prices, while importations must be merely nominal in amount. Gold must, consequently, accumulate rapidly in New York, reducing the rates for money to a very low figure. It is probable that in two months from this time money will be as abundant as it has been at any time for several years past.

The uncertainty in our political future seems to be exerting an influence over the price of railway shares and securities, altogether disproportionate to its real importance. Take for example the

roads entering this city. The sources from which they draw their traffic do not seem likely to be affected, in any considerable degree, by political events. The greater part of the trade of the Erie and Harlem Railroads is purely local, and is daily increasing in amount and value. The same is true of the Hudson River and New York Central Railroads. The earnings of all these continue to be largely in excess of similar periods for the past year. The intrinsic value of their securities is not weakened, notwithstanding the excessive fall that has taken place. A similar statement may be made of most of the Western railroads which are doing remarkably well. The crops of the past year, at fair prices, laid the foundation for an excellent business for a twelvemonth at least.

New York and Erie Railroad.

We give in another column a statement of the operations of this road for the past year ending Sept. 30th. Compared with that of 1859, the increase in gross earnings has been $698,172; net, $388,425. The net earnings come within $145,317 of paying the interest on the entire funded debt of the company.

Under ordinary condition of affairs, the result for the present year would have shown a still greater per centage of increase than the past. In almost any event a considerable increase may be looked for. The Long Dock will soon be in use. The western extensions of the road are in progress. Both the traffic and facilities for the transaction of business, consequently, are steadily improving. The disasters that have formerly overtaken it, are hardly possible in the future.

Second Avenue Railroad.

The annexed figures are from the annual report of this company for the fiscal year ending Sept. 30, 1860:

Capital stock	$800,000 00
Stock issued	650,000 00
Funded debt	350,000 00
Floating debt, last report	18,000 00
Do. present report	74,000 00

COST OF ROAD AND EQUIPMENT.

	Last Report.	Present Report.
Construction	$878,186 56	$886,620 39
Building and fixtures	27,586 90	28,168 61
Land, damages & fences	36,393 31	42,742 76
Horses	68,141 00	67,190 00
Passenger cars	47,500 00	52,915 00
Freight and other cars, etc.	3,700 00	3,900 00

Length of road about 8 miles. Number of cars, 86.

Expenses of maintaining road and real estate	$3,230 00
Expenses of repairs of machinery	12,152 13
Expenses of operating the road	192,735 53

EARNINGS.

From passengers	$259,830 12
From other sources	3,231 61
Total	$263,061 73

PAYMENTS.

Transportation	$208,117 82
Dividends, 8 per cent.	52,000 00
Interest	24,500 00

Richmond and Danville Railroad.

The County of Henry, Va. by a decided vote, have determined to subscribe $107,000 to the extension of the Danville Railroad, from Danville westwardly through that county.

Third Avenue Railroad.

The following is an abstract of the annual report of this company for the year ending Sept. 30, 1860:

Capital stock		$1,170,000
Funded debt by last report		110,600
Total amount of debt (all funded) now		245,000
Average rate of int'st on debt, 7 p. ct.		
Cost of road and equipment		1,616,671 25
Length of Road—Miles	8	
Length of double track, including sidings	8½	
Numb. of passengers. carried in cars	12,109,417	
Expenses of maintaining road and real estate		21,456 86
Expenses of operating road		357,769 08
Earnings—		
From passengers	$605,478 85	
From other sources	5,118 32	610,597 17
Payments—		
For transportation	$379,225 94	
For interest	9,444 07	
Dividends 10½ per cent	122,850 00	
New cars	22,294 26	
Harlem extension	15,294 29	
Personal taxes	10,363 10	
Real estate	3,619 87	
Loan account	5,000 00	568,091 53
Balance		42,505 64

Eighth Avenue Railroad.

The following is an abstract of the report of this company for the year ending Sept. 30th, 1860:

Capital stock		$800,000 00
Cost of road and equipment		859,048 25
Length of road laid, miles	5½	
Number of cars	90	
Number of pass'gers carried in cars	7,775,050	
Expenses of maintaining the road		41,942 69
Expenses of repairs of machinery		18,740 38
Expenses of operating the road		99,925 94
Earnings from passengers		388,750 20
Payments—		
Transportation expenses	$274,121 84	
Dividends, 12 per cent.	96,000 00	
Dividends, 3 per cent.	24,000 00	
		$394,121 84

Memphis, Clarksville and Louisville R. R.

The Louisville *Journal* says that the pressure of the times has warned the directory of the necessity of curtailing expenses, and they have, therefore, abolished for the present the office of Superintendent, and consolidated the duties of that office with that of the Chief Engineer, and placed the whole in the hands of G. B. Fleece. Mr. Illsley, the late Superintendent retires from the road.

Cumberland Valley Railroad.

The receipts of this company for the year ending September 30, 1860, were:

From passengers	$70,177 40
" freight	107,296 00
" mails	5,200 00
Total	$182,673 40
Increase over last year	13,547 00

Dividends of eight per cent. on the preferred stock, and six per cent. on the unpreferred stock of the company have been paid. The company has this year, from its profits, retired $33,896 66, which has been placed in the hands of trustees to create a sinking fund, which it is intended to increase annually, so that there will be a fund to meet any contingencies which may occur and ultimately pay off the bonds of the company. The controlling interest in the road is now owned by the Pennsylvania Central Railroad Company.

Vermont and Massachusetts Railroad.

The earnings of this road for the years ending November 30, 1859 and 1860 was as follows:

	1859.	1860.
Earnings	$246,798 15	$254,826 37
Expenses	140,481 01	136,089 96
	$106,317 14	$118,736 41
Interest	57,422 03	55,496 03
Surplus	$48,895 11	$63,240 38
Net earnings for the two years		$112,135 49

Pittsburg, Fort Wayne and Chicago R. R.

The Pittsburg *Chronicle* says that the plan for the reorganization of this road has been perfected, and copies of the agreement have been sent to the President to be signed by those bondholders who desire to become parties to the arrangement. The agreement may be signed by the bondholders in person, or they can give a power of attorney for their execution, the necessary papers for which will be forwarded them on application.

Chicago and Northwestern Railway.

The extension beyond Oshkosh is rapidly approaching Appleton, the rails being laid at the rate of three-fourths of a mile per day. It is estimated that the road will be completed by the middle of January.

Baltimore and Ohio Railroad.

We gave on the 1st instant the report of the President of this road. We have since received that of the Master of Transportation from which we make the following extracts relative to the operations and transportation for the past year. The whole report of the Master of Transportation is interesting and valuable.

TONNAGE TRANSPORTATION.

The revenue from this source, on the Main Stem alone, exhibits an increase of $296,056 84 over that of 1859—the amount now being $3,224,467 50 to $2,928,411 16 in that year. This increase is equivalent to 10 10-100 per cent.; and the tonnage revenue bears, to the whole revenue of the Main Stem, a proportion of 82 21-100 per cent.

General Tonnage and Mileage. With an improved accuracy and system in keeping the accounts of the business of the road, a much more minute and thorough statement of the details of its freight business is presented than at any time heretofore.

The grand total of tonnage hauled (exclusive of the material for the company's own use) has swollen from 897,496 tons in 1859 to 1,029,822 tons, showing an apparent increase of 132,326 tons, which is equal to 13 62-100 per cent. of the total of 1859.

The mileage returns show that a grand total of 198,457,965 tons of freight, paying a revenue to the company, was hauled one mile on the Main Stem and Branches, as against 176,111,991 tons in 1859—the increase being 22,345,984 tons one mile, or 12 68-100 per cent. On the Main Stem proper, the mileage was 184,827,145 tons. In 1859 it was 163,894,423 tons—the increase in 1860 being 20,932,722 tons carried one mile, or equal to 12 77-100 per cent. Of this increase nearly 16,000,000 were in the coal trade, and more than 4,000,000 in the increased through business—the remainder being in the mixed local traffic.

The eastward bound tonnage on the Main Stem proper (excluding that to Baltimore from the Washington Branch) amounted to 748,766 tons, as against 181,857 tons bound westward, being an increase of the former of 115,897 tons, and in the latter of 5,400 tons.

The material hauled during the year 1860 for the use of the company, for repairs of track, bridges, etc., fuel for locomotives, etc., amounted

to 124,632 tons (not including ballast, etc.), being 12 39-100 per cent. of the quantity of business paying freight. The mileage upon this was equal to 11,960,991 tons one mile, and bearing a per centage of 6 2-100 to the mileage of the paying business of the road.

Extent and Value of the Tonnage to and from Baltimore City.—By an examination of the general table of tonnage and mileage, it appears that the business of the road, to and from the city of Baltimore, during the past year, has been exceedingly large. The quantity of freight of all kinds, and from all sources, brought to Baltimore by the road during the year, is 700,085 tons, while that taken from Baltimore is 203,957 tons, making an aggregate of 904,042 tons. Deducting this aggregate from the total tonnage hauled on all parts of the road in 1860, it proves that but the relatively small portion of 125,780 tons was independent of the attraction of the city of Baltimore.

Computing the value of the coal brought to Baltimore, and enumerated in the above aggregate of tonnage, at $4 per ton (including the freight paid the company), it would show the total value of that article at Baltimore to be $1,602,156. Deducting the 400,539 tons of coal brought to Baltimore from the 904,042 tons of freight to and from Baltimore during 1860, it would leave 503,503 of miscellaneous trade. Safely assuming, by careful estimate, that the average value of this freight was $68 per ton, it would show a valuation of $34,246,000. Adding the value of the coal to this, as already stated, it would show a grand total of $35,847,156 as the valuation of the freight transported during the year 1860 by this road to and from Baltimore.

Through Merchandise Trade.—That total tonnage through, in 1858, was 224,863 tons; in 1859, 210,843 tons; and in 1860, (including 1,993 tons of river freight loaded at Moundsville is 224,531 tons). The actual increase of the through trade in 1860, over that of 1859, is 13,688 tons, of which 13,947 tons is in the eastward bound, with a decrease of 259 tons westward. The westward freight, for points beyond the termini of the road, is greater by 2,407 tons, than in 1859. The large falling off in freight to Wheeling, for local consumption (pig iron, &c.) in 1860, makes the apparent decrease westward. Computing, indeed, the business of that description only (viz: to and from points *beyond the termini* of the road), it will be found that the through traffic of 1860 was larger than that of any previous year.

Of the 56,483 tons received from the Central Ohio road, 13,049 were in live stock. In 1859, the live stock from the same source was 8,278, the increase being 4,771. The quantity of through produce received from the Central Ohio road is 43,434 tons, while in 1859 it was 42,972, being an increase of 462 tons. The gross increase of through freight from the Central Ohio road, as by the above table, is therefore 5,233 tons.

The Coal Trade.—The quantity of coal hauled in 1859, and paying freight to the company, was 343,729 tons, while in 1860 it is shown to have been 427,798 tons, or an increase of 84,054 tons—equal to 24 45-100 per cent. In 1858 the quantity was 332,797 tons, or 94,996 tons less than in 1860, although the trade of 1860 was not so large as that in 1857, before the financial revulsion of that year. In addition to the above returns for 1860, there were 4,725 tons of coal hauled from the Clarksburg mines, on the North-western Virginia road.

The revenue from the coal trade, on the Main Stem, in 1860, was $1,093,195 84, while in 1859 it was $875,952 50; the increase for the past year being $217,243 34, or 24 8-100 per cent.

Evidences of an enlarged demand for the superior semi-bituminous coals, from the Cumberland, George's Creek, and other mining regions on the Baltimore and Ohio Road, are offered in the further success with which this article has been used for the past season, as a fuel for locomotive engines. Numerous Eastern railroad companies have fairly tried and fully approved it for this object, and report it as possessing great advantages in economy, either when compared with wood or with other coal. The New York and Erie, the Hudson River, the Boston and Maine, the Eastern, the Kennebec and Portland, the Boston and Providence, the Boston and Worcester, the Philadelphia, Wilmington and Baltimore, and other Eastern roads, have thus endorsed its value. Nor has its merit as a locomotive fuel been entirely overlooked by the Western railroad companies. Intelligent officers of several of the leading lines in Ohio and Kentucky are at this time contemplating its use on their lines, for which ample facilities are at their command for its transportation through Parkersburg, or Wheeling, in good condition and at moderate rates.

The gas coal, from the Newburg, Fairmont, and Clarksburg Mines, has also received a renewed approval; and its consumption has increased during the last few months, with prospects for a permanent and much more enlarged demand.

Live Stock Trade.—The figures under this head present remarkable results. The entire tonnage of the live stock trade, for 1860, is 36,359 tons (excepting that delivered at local stations), against 26,458 tons in 1859—the increase for the past year being 9,891 tons. Of this increase 7,517 tons is in through stock trade, and the remaining 2,374 tons is from the local stations. The aggregate number of hogs brought to Baltimore in 1860 is 140,271, against 137,175 in 1859, showing an increase of 3,096 head.

The cattle business, both local and through, has been materially extended. The number of head of cattle loaded at Wheeling has been 9,873, as against 3,317 in 1859. At Parkersburg there was loaded 8,369 head, as against 5,179 in 1859. The aggregate tonnage of through cattle last year was 10,570, as against 5,222 tons in 1859—the increase being 5,348 tons or 102 41-100 per cent. In 1858 the through tonnage was 2,716.

Nor should this extraordinary accession of through trade in so important a feature be regarded as temporary or casual. It is simply the result of efforts made by this company, and its connecting lines forming the "Baltimore and Ohio route," from Southern and Central Ohio, Indiana, Illinois and Kentucky, to Baltimore, Philadelphia and New York. This trade, which has now grown very large from the demand caused by the increasing population of the Atlantic cities, has heretofore sought the more Northern lines, in view of their having been the first completed to the West. It is but now, since the proper facilities for transfer of cattle, feeding, etc., have been matured, that the shippers are turning their attention to what they must regard as the most direct, as well as the most natural and convenient route, even to their largest market, the city of New York.

The Flour Trade.—There has not been a large variation in the aggregate, under this head, for the past year. The total number of barrels brought to Baltimore has been 820,525½. In 1859, it was 784,574—the increase in 1860 being 35,951½ barrels. The quantity of through flour (from points upon or beyond the Ohio river) has been 352,418. In 1859 it was 463,067 barrels, showing a decrease of 110,654 barrels. From local sources on the Main Stem the receipts at Baltimore for 1860 are 423,894½ barrels, and from the Washington Branch 44,318 barrels, as against 287,790½ and 31,647 barrels respectively in 1859, showing an increase of 135,604 barrels in the Main Stem local trade, and 12,671 in that of the Washington Branch.

Transportation of Cotton.—There has been a considerable development in this item of the through transportation on the road during the past year. In 1859 the number of bales hauled was 6,888, while during the past year it has been 14,181 bales, showing an increase of 7,293 bales, or 105 87-100 per cent. In 1858 the number of bales brought by the road was but 3,014. All of this business, with the exception of about 2,000 bales for local consumption, was destined for the Eastern manufacturers, or for shipment to Europe.

The extend to which this great staple is moved from the Southern and South-western States would hardly be realized without an examination of the most reliable statistics. For several years past that portion of it which is shipped from Western Tennessee has shown a tendency to seek the seaboard of the Eastern and Middle States, by way of the Ohio river and the railroad lines leading eastward from it. In the statistical year of 1860, ending with the 1st September last, the total crop of the United States was 4,670,417 bales. Of this, there were shipped from the Memphis and Nashville markets 422,448 bales. Of this, 111,126 bales went by the Ohio river, and thence by the lakes, canals and railroads to the East. In 1859 the quantity was 90,074 bales; in 1858 it was but 28,800 bales.

In view of the disposition shown by the shippers to compress packages of cotton into such dimensions as will enable it to be carried more economically, and in view, also, of the tendency towards such an increase in its extent as to offer a steady source of business to the railroads—sufficient to enable them to make special provision for its carriage—it is likely to become a much larger item in the through trade of this line hereafter.—Had the company possessed the power to re-ship cotton to Europe from Baltimore, on advantageous terms, during the past year, and had it specially invited this trade for that destination, it is believed that the business would have been more than quadruple that shown in the above return.

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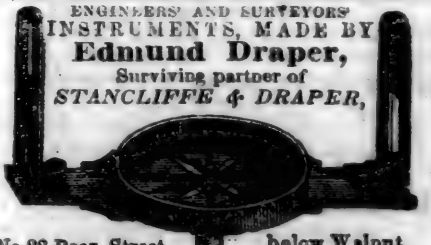
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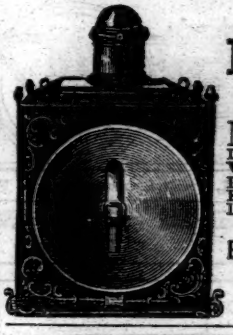
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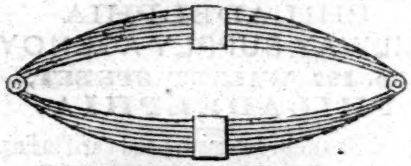
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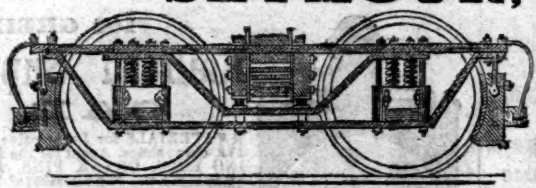
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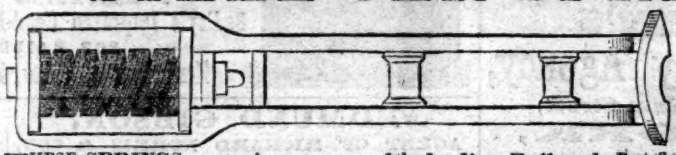
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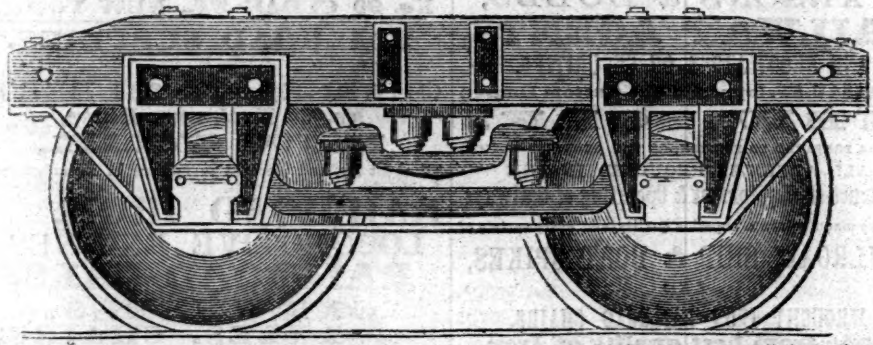
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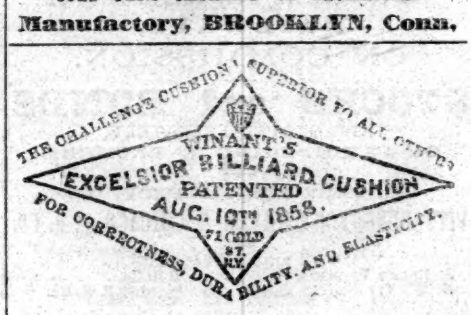
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